

OCTOBER
1950

A Miller Freeman Publication

TWENTY-FIVE CENTS

PACIFIC FISHERMAN

YOU CAN DEPEND ON

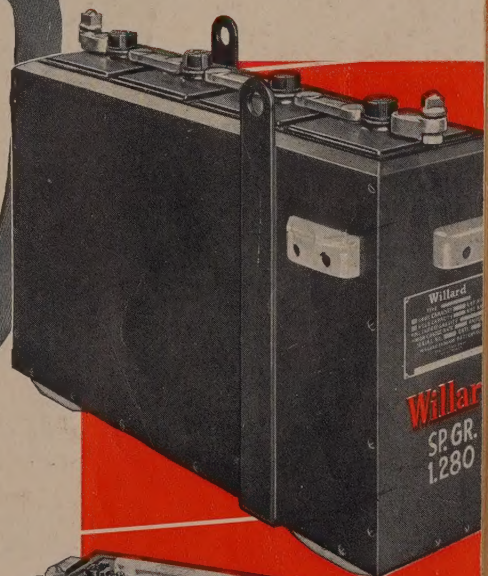
Willard

For long life on every battery job

KTWS Types for Auxiliary Power and Lighting. Dual insulated with selected wood separators and glass fibre retaining mats. Deep sediment chambers. Extra large electrolyte space. Reinforced hard wood containers. Non-Surge Vent Plugs to prevent damaging acid spray. Available in 4, 6, or 8-volt units, in capacities from 250 to 500 ampere hours.

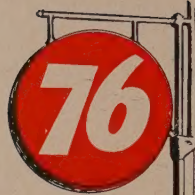
DRG and DRP Types for Auxiliary Power and Diesel Starting. For 32-volt Diesel systems. Dual insulated with Willard Rubber Insulation and glass fibre retaining mats. Sturdy, hard rubber containers. Exclusive Willard "Safety-Fill" construction to prevent overfilling. Assembled in 8-volt units. DRG types for normal service. DRP types for heavy duty service.

DSR and DSW Types for Auxiliary Power and Diesel Starting. For 30-volt Diesel systems. Sturdy, hard rubber containers. Exclusive Willard "Safety-Fill" construction to prevent overfilling. Assembled in 6-volt units. DSW types with selected wood separators for normal service. DSR types with Willard Rubber Insulation for severe service.



WILLARD STORAGE BATTERY COMPANY

COME ALONGSIDE



FOR A NEW HIGH IN MARINE SERVICE

You get a warm welcome when you tie up at a Union Oil Marine Station. That's the first thing you notice. For these Union Oil dock operators are a friendly crew. And they're out to give you a *new high* in service.

That means they take *personal pride* in giving your equipment thorough and systematic attention—with a *minimum* of in-port delay.

It means they're mighty glad

to help you *at any time* with your fuel and lubrication problems—or with money-saving tips on equipment maintenance.

In addition, you can count on this: Union Oil Marine Stations are stocked with the finest line of marine fuels and lubricants you

can buy—a line that will keep your marine equipment operating at *top efficiency*.

What this all adds up to is the friendliest and most efficient marine service system on the Coast; a brand of service that's sure to please you.

So next time, tie up at any one of the Union Oil Marine Stations located in key Pacific harbors from Alaska to Panama. Look for the sign of the 76.*

UNION OIL COMPANY



*Union Oil marine products also available in most principal harbors along the West Coast of Central and South America and in the Far East.

PACIFIC FISHERMAN

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Vol. 48

No. 11

OCTOBER, 1950

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NEW ORLEANS 18
3518 Dante Street



Alaska Canned Salmon Pack

(Full cases to end of season, Sept. 9, 1950; compared with Sept. 10, 1949.)

District:	Red	Pink	Chum	King	Coho	Total
WESTERN ALASKA TOTAL—						
1950	576,185	1,582	26,581	13,160	5,190	622,698
1949	533,904	66	37,527	13,315	3,738	588,550
CENTRAL ALASKA TOTAL—						
1950	511,085	552,409	242,209	40,514	64,175	1,410,392
1949	391,380	570,757	217,542	34,715	53,460	1,267,954
Yakutat—						
1950	2,895	—	59	253	49	3,256
Icy Strait—						
1950	3,344	3,270	22,596	23	5,359	34,592
1949	5,652	51,973	13,667	38	5,959	77,289
Western—						
1950	31,857	24,266	55,578	54	25,782	137,537
1949	10,968	327,238	38,572	395	17,064	394,237
Eastern—						
1950	5,013	12,279	28,783	101	2,587	48,763
1949	91	37,810	1,875	—	6,103	37,810
Wrangell—						
1950	7,181	34,452	37,192	55	25,731	104,611
1949	9,555	309,414	21,897	562	15,707	357,135
South Wales—						
1950	2,641	175,441	85,443	—	21,838	285,363
1949	2,988	389,371	40,540	—	17,703	450,602
Southern—						
1950	6,133	266,862	229,284	—	27,512	529,791
1949	8,477	906,314	95,026	—	34,309	1,044,126
S. E. ALASKA TOTAL—						
1950	59,064	516,570	458,935	486	108,858	1,143,913
1949	37,731	2,014,051	211,577	995	96,845	2,361,199
ALASKA GRAND TOTAL—						
1950	1,146,334	1,070,561	727,725	54,160	178,223	3,177,003
1949	963,115	2,584,874	466,646	49,025	154,043	4,217,703

Puget Sound Salmon Pack

(In cases of 48 1-lb. cans or equivalent)

Species:	1950 9/9	1949 9/10	1948 9/11	1947 9/6	1946 9/7
Sockeye	107,044	79,794	76,103	6,343	225,109
King	1,715	3,745	12,204	8,373	2,111
Silver	8,616	37,626	19,323	21,656	1,865
Pink	919	341,191	301	165,222	74
Chum	67	939	945	32	78
Total	118,361	463,295	108,876	201,626	228,737

B.C. Canned Salmon Pack

(In cases of 48 1-lb. cans or equivalent)

Species:	1950 Sept. 9	1949 Sept. 9	1948 Sept. 11	1947 Sept. 6	1946 Sept. 7
Sockeye	400,045	254,507	254,002	258,270	327,995
Spring	7,938	14,460	14,269	8,400	6,988
Steelhead	3,018	2,128	4,868	2,640	3,273
Blueback	7,363	6,590	19,604	4,527	2,864
Coho	71,182	152,348	130,343	94,394	62,322
Pink	438,860	549,049	312,742	346,111	105,497
Chum	200,520	137,750	196,926	202,835	184,660
TOTAL	1,131,926	1,116,822	932,754	917,177	693,599

California Sardine Pack

Can Size:	San Francisco 9/10/50	Monterey 9/10/50	TOTAL 9/10/50	TOTAL 9/11/49
1-lb. Ovals	18,678	49,953	68,631	130,642
1-lb. Talls	11,379	56,502	67,881	80,173
½-lb. 96's	—	800	800	—
8-oz. 48s	—	1,049	1,049	25,857
½-lb. fillet	—	2,070	2,070	—
5-oz. 100s	—	5,253	5,253	4,275
Miscellaneous	—	780	780	—
TOTALS	30,057	116,407	146,464	240,947

Make
EDERER
Your Headquarters for
FISH NETTING



Whether you fish for salmon, sharks, smelts, flying fish, barracuda, dogfish, haddock, cod or menhaden, you can depend on EDERER FISH NETTING. You can be sure it has been designed right, has the proper size even mesh, with each knot securely tied so your net will give you the kind of service you need in order to keep pace with the rapid speed of today's fishing business.

EDERER long has been considered the headquarters for FISH NETTING of all de-

scriptions. Their highly skilled craftsmen have worked out the solution to many a vexing problem to the satisfaction of commercial fishermen everywhere.

Dealers in the principal fishing ports plus trained EDERER service men in the field, offer you the ways and means of staying "ahead of the game." Why not buy your next bale of netting from the EDERER dealer in your port?



R. J. EDERER COMPANY
HOME OFFICE: 540 ORLEANS ST, CHICAGO

PACIFIC COAST DISTRIBUTORS

C. J. HENDRY COMPANY
 San Pedro San Diego
 San Francisco, California

SUNDE & D'EVERS COMPANY
 Seattle, Washington
 Ketchikan, Alaska

THE BEEBE COMPANY
 Portland, Oregon
 Astoria, Oregon

Put the **SEE** in frozen **SEA**food

with Continental's Window-Top Can

Fresh, natural-looking shrimp, crab and lobster sell fast in this remarkable new Continental container. From the bottom up, it has the strength only a can can give. The top — of tough, transparent plastic — is a veritable "picture-window." It shows off your frozen or refrigerated seafood specialties at their tempting best.

Continental's new Window-Top Can is easy to use with simple packing equipment. It's a real business builder. Write, wire or telephone Continental for details!



*You can't beat Continental as a
dependable source of supply!*

TEMPTING DISH, ISN'T IT!

The beautifully lithographed Continental can is lacquered inside and out. Transparent plastic window is sealed on in a simple operation.

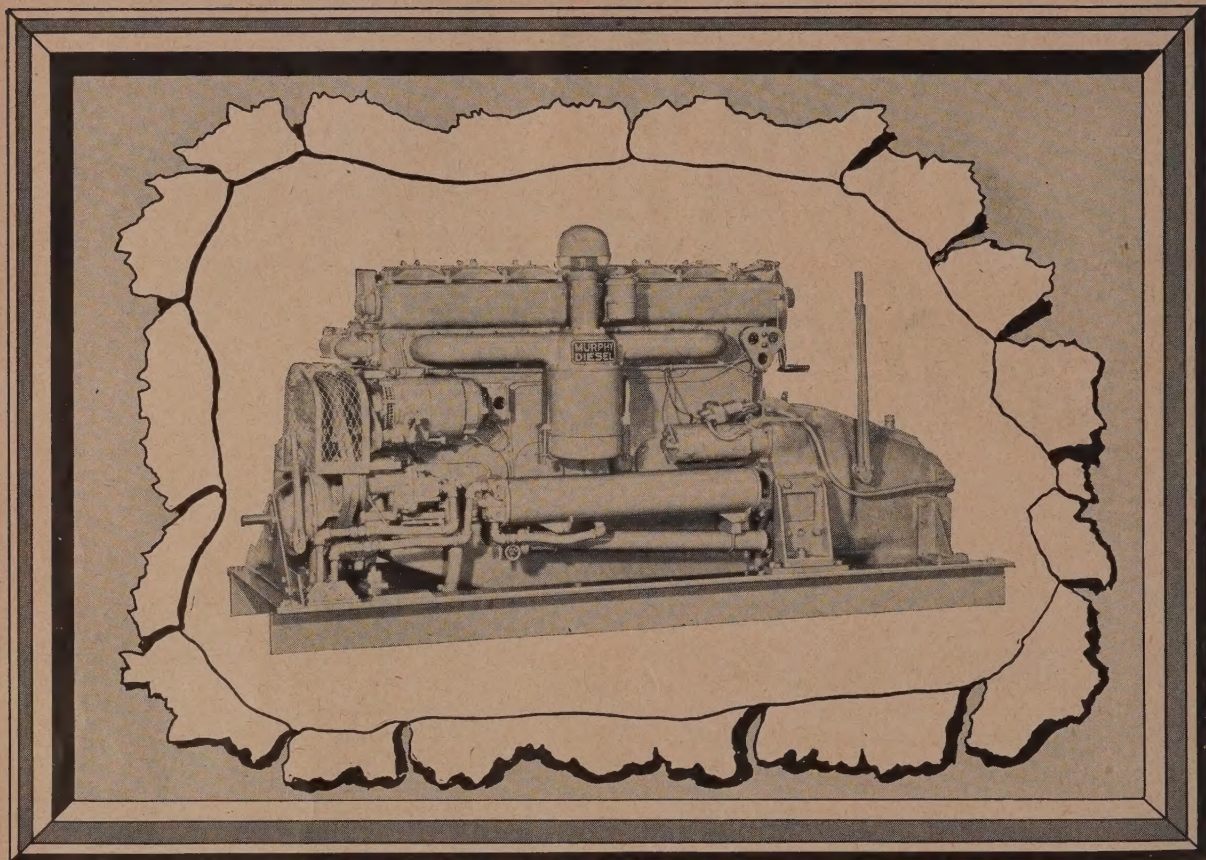


CONTINENTAL CAN COMPANY

707 South Hill Street, Los Angeles 14, Calif.

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653 Skinner Building, Seattle 1, Wash.

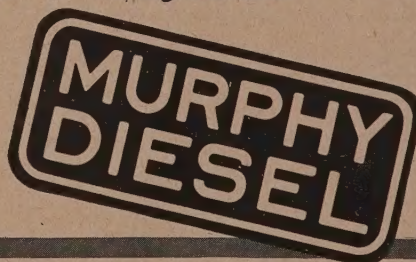


Break into the *Profit Picture* with **MURPHY DIESEL POWER**

ONE of the most important keys to profitable operation is economical, dependable power — the kind of power you get from Murphy Diesels. Because it is a "true" diesel with unit fuel injection, the Murphy Diesel uses *less fuel per horsepower hour than any other engine of comparable power rating*. Because the design is simple and all working parts are built to last, the Murphy Diesel is dependable.

Put Murphy Diesel economy and dependability to work for you. You'll like the improvement it makes in your profit picture. Ask your Murphy Diesel Dealer for full details or write direct.

MURPHY DIESEL COMPANY
5301 West Burnham St., Milwaukee 14, Wis.



Heavy duty power **for fishing**

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 190 H.P.; marine type generator sets from 60 to 133 K.W.

GET FULL INFORMATION FROM YOUR NEAREST DEALER

SAN FRANCISCO, CALIFORNIA—Oswald Machine Wks., 2936 Hyde St.

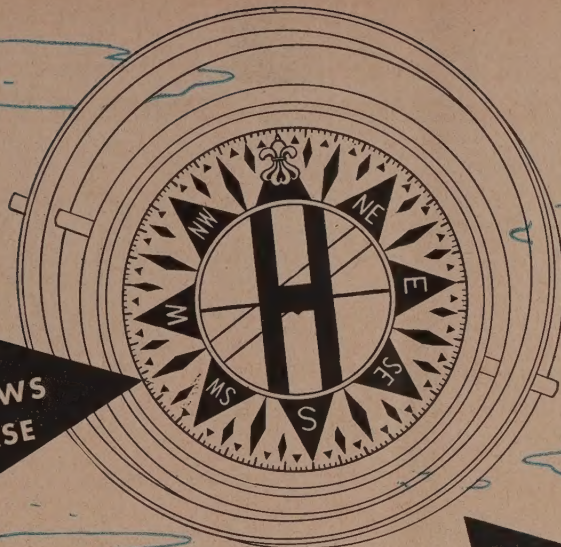
SAN DIEGO, CALIF.—Diesel Technical Service, Inc., 205 W. Market St.

SEATTLE, WASHINGTON—Alaska-Pacific Supply Co., 2412 Market St.

VANCOUVER, B. C.—Lipsett Engine & Mfg. Co., Ltd., 1315 Powell St.

**THINGS
FISHERMEN
TRUST...**

**THE
COMPASS
THAT SHOWS
THE COURSE**



**THE NET
THAT LANDS
BIG
CATCHES**



For more than a hundred years men who fish America's seas and inland waters have trusted Gold Medal Netting. Ask your supplier, ask other net-wise friends—they'll all tell you "Gold Medal is the kind to buy—it's got what it takes!"



GOLD MEDAL

The greatest name in netting

GOLD MEDAL NETTING

means controlled production in our own plants, from the bale of cotton to the finished netting. This is your assurance of dependable quality.

Gold Medal Netting
Makers of Fine Netting for 108 Years
THE LINEN THREAD CO., INC., 116 New Montgomery St., San Francisco 5, Calif.
(Successors to American Net and Twine Company)

Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Cincotta Bros., San Francisco and Monterey • Marine Hardware Co., San Pedro and Terminal Island • Nuttall-Styris Co., San Diego • Cia Exportada del Sur, S. A., Guaymas, Sonora, Mexico.

GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

Other Netting Products: AN&T Coy Linen Gill Netting, Gold Medal Sea Island Cotton Gill Netting, Barbour's Nylon Netting—Plymouth Rope—A Complete Line of Netting Accessories.



Make more profit from your fish...in cans!

Let Canco help you widen the market for your catch.

American housewives will buy half a billion dollars' worth of canned fish this year. Why not package *your* product—brand it to identify your quality—and get your share of the enormous national market?

Fish can be prepared and sold in a variety of ways—in cans. Tasty, skillfully planned recipes on your package will increase its appeal to housewives.

SINCE the early 1900's we have been developing and building increasingly efficient closing machines and auxiliary and related equipment for lease to container users.

As of January 1, 1951, this entire line will be made available for sale as well as lease.

Details will be available shortly through our division offices in New York, Chicago and San Francisco.

CALL  FIRST

AMERICAN CAN COMPANY

New York • Chicago • San Francisco

★ ★ ★ ★ ★
How Canco will help you



Lay out your plant . . . give you blueprint and layout recommendations for greatest efficiency.



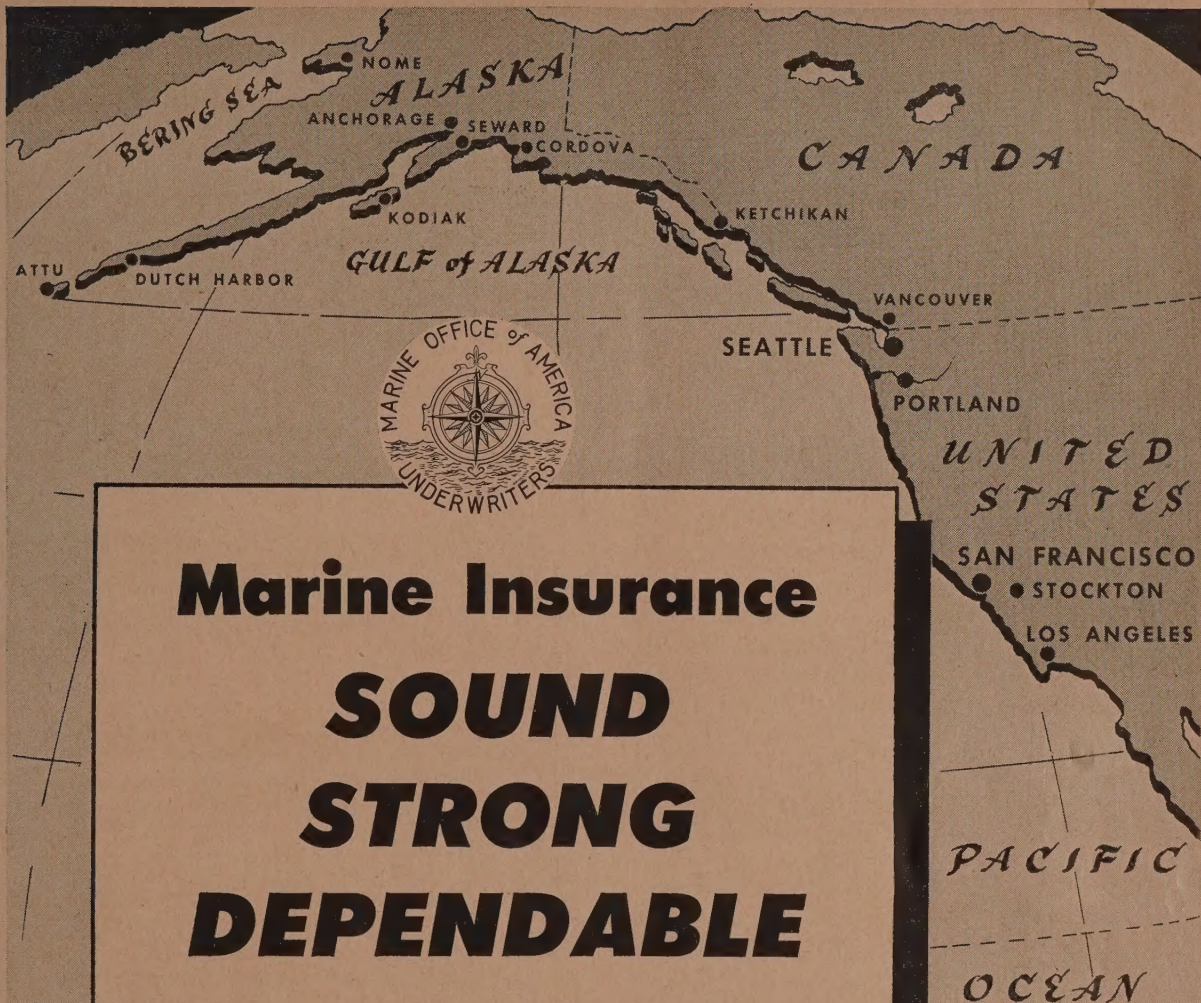
Canco's testing kitchen will suggest ways your fish products can be made more appealing to the public.



Recommend types of cans, lining, closures . . . advise you on all technicalities of processing.



Lithograph designing service by Canco merchandising experts to help your product attract customers and sell faster.



Marine Insurance **SOUND STRONG DEPENDABLE**

In good times or bad—whether your ships are far at sea, inshore, or at the docks—sound, unquestioned insurance protection is a vital necessity in your business.

The Marine Office of America provides that type of protection to the Salmon Industry and the great West Coast Fisheries.

Marine Insurance through the Marine Office of America is —

SOUND—because the Marine Office is composed of seven of America's outstanding insurance companies.

STRONG—because of the strength of each of its member companies. Their combined strength stands behind every Marine Office of America policy.

DEPENDABLE—because of Marine Office knowledge based upon years of experience in faithfully serving the great West Coast Fisheries, and because of its proud record of prompt settlement of all just claims.

This is your guarantee of the strongest, most dependable Marine Insurance money can buy.

SEE YOUR LOCAL AGENT OR BROKER!

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Colman Building
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Pacific Department:

F. B. Galbreath, Manager
140 Sansome Street
San Francisco 4, California



Service Offices:

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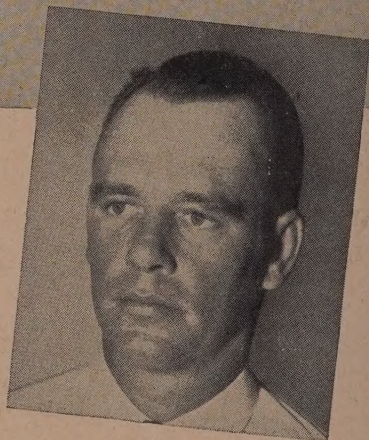
NYLOCK* (specially processed 100% NYLON Netting)

PASSES EVERY KNOWN TEST!

MR. R. B. DAVIS of Davis Seafoods, Cedar Key, Florida, writes us:

"We have given these nets every known test and they have passed them all. Naturally, mud and slime are a net's worst enemies. That's why we have to lime and treat flax and cotton continuously to prevent rot. There is quite a saving in NYLOCK as no preservatives are needed to keep them from rotting. Also, it doesn't take as many lbs. to hang a net, for NYLOCK is much lighter when dry and about 94% lighter when in the water. That is one big reason for its catching ability.

We have 12 of these nets fishing and will continue to use them."



YES—Mr. Davis prefers Nylock and you will too...

NO OTHER NETTING GIVES YOU ALL THESE ADVANTAGES:

Bigger Catch: Fishermen report that NYLOCK nets from 3 to 12 times as many fish.

No Drying: NYLOCK nets can be kept in continuous service—one net does the work of three.

No Preservatives: Saves you time, money, materials.

Stronger, Longer-Wearing: Unaffected by mildew, fungus growths, oil or gasoline.

Lighter in Weight: Takes less man power and less horse power to haul NYLOCK nets.

Specially Treated For Sunlight Resistance

For further information . . . write, wire or phone one of the following manufacturers who use NYLOCK Nylon exclusively for all of their Nylon Fish Netting:

R. J. EDERER and subsidiaries—540 Orleans St., Chicago, Ill.—Unity and Elizabeth Sts., Philadelphia, Pa.

THE FISH NET & TWINE CO.—310-312 Bergen Ave., Jersey City, N. J.

MOODUS NET & TWINE INC.—Moodus, Connecticut

A. M. STARR NET CO.—East Hampton, Connecticut

JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Connecticut

Be Sure to Specify NYLOCK When Ordering Your Nylon Netting

Smaller sizes of NYLOCK (#34 #46 and #104) are still in short supply. Larger sizes (#69 #139 #208 #277 #346 and Salmon twine) are available, however. If your supplier cannot meet your requirements, please write direct to Brownell & Company, Moodus, Conn. who will be glad to help you.

MANUFACTURED BY:

The **HEMINWAY & BARTLETT Mfg. Co.**
500 Fifth Ave., New York 18, N. Y.

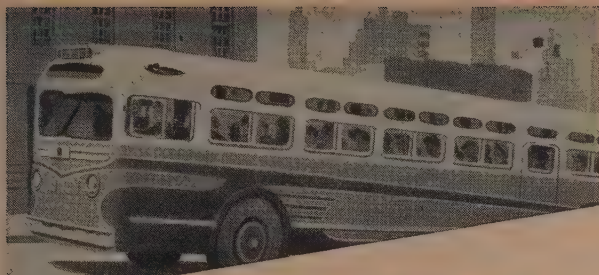
* Trade Mark

SOLE DISTRIBUTORS:

BROWNELL & COMPANY, Inc.

—also manufacturers of Nylon Maitre Cord and Hanging Twine

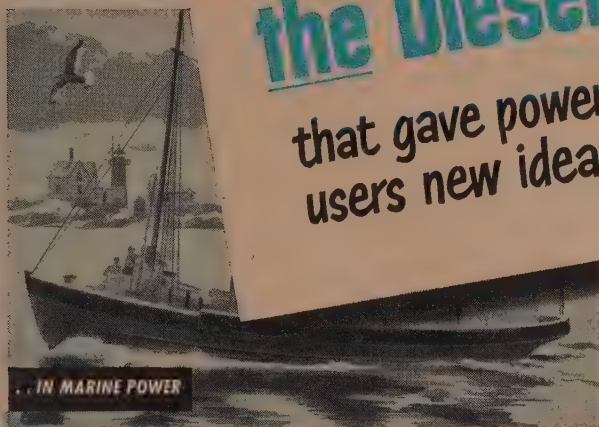
Moodus, Connecticut



... IN BUS POWER

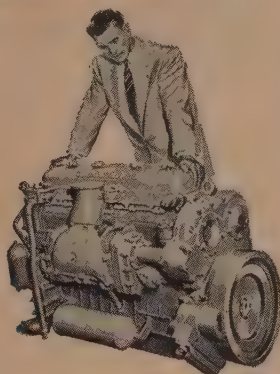


... IN CONSTRUCTION EQUIPMENT



... IN MARINE POWER

**This is
the Diesel**
that gave power
users new ideas



... IN PORTABLE POWER

SHOW an engineer a better source of power and things start happening fast.

That's illustrated by events since General Motors first introduced the "71" Series of two-, three-, four- and six-cylinder Diesel engines, ranging from 50 to 200 horsepower—little brothers of the famed two-cycle GM Diesels that drive so many crack American passenger and freight trains.

Bus engineers went for the "71" at first sight. They liked its compactness, its fuel economy, its clean-burning operation. Now more than 20,000 city and inter-city buses are powered by GM "71" Diesel engines.

Army and Navy engineers approved its rugged strength and dependability. During the war they used 182,000 GM "71" Diesels to operate landing craft, tanks, tractors, bulldozers and other military vehicles.

So, too, have designers of all types of power-driven equipment turned to the GM "71" for low-cost efficient power. Today they are using it in heavy-duty trucks, tractors and earth movers, in work and pleasure boats, in cotton gins, lumber mills, oil rigs and for many other mobile, portable and stationary uses—with remarkably successful results!

That is because the GM "71" is a two-cycle engine that delivers power on every piston downstroke—in contrast to most Diesels that deliver power only on every second downstroke. This makes GM Series 71 Diesels more compact, lighter, faster-accelerating, smoother, cleaner-burning—and twelve years' experience in applications totaling over 46,000,000 horsepower proves it!

The GM "71" gives you Diesel brawn without the bulk. *It is Diesel power at its best.*

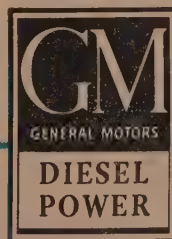
DETROIT DIESEL ENGINE DIVISION

SINGLE ENGINES . . . Up TO 275 H. P. DETROIT 28, MICHIGAN MULTIPLE UNITS . . . Up TO 800 H. P.

GENERAL MOTORS

*Only GM Diesels provide
all these advantages*

Smaller size, less weight per horsepower • Two-cycle smoothness, power on every downstroke • Quick starting, on its own fuel • Unit injectors—no high-pressure fuel lines • Rapid acceleration • Cleaner burning • Better high-altitude performance • Easy accessibility



"Your Key to Power Economy"

Evans Engine & Equipment Co., Inc.
SEATTLE 9, WASHINGTON

Gunderson Bros. Equipment Corp.
PORTLAND 9, OREGON

Modern Machinery Co.
SPOKANE, WASHINGTON

Crofton Diesel Engine Co., Inc.
SAN PEDRO, CALIFORNIA

West Coast Engine & Equipment Co.
BERKELEY, CALIFORNIA

**You're on the right tack
when you rig with Roebling**



YOU SAVE MONEY when you install Roebling Wire Rope for Rigging and Trawler Lines. And that's because Roebling rope gives you a lot of *extras* . . . extra strength and toughness . . . extra resistance to corrosion . . . extra dependability and long life on the job.

Steel used in Roebling Wire Rope is specially made in Roebling's own steel mills. Every step in drawing the wire and stranding is performed with painstaking care and by the most modern, precision machines. Wherever wire rope is at work today, Roebling is the most famous name ashore and at sea.

There's a Roebling Wire Rope of the right type and size for your every requirement. Have your Roebling Field Man help choose the *right* ropes for top service at lowest cost. John A. Roebling's Sons Co. of California—San Francisco—Los Angeles—Seattle—Portland.

ROEBLING



A CENTURY OF CONFIDENCE



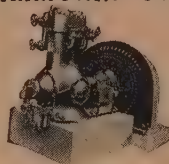
BAKER

**COMPRESSORS AND
CONDENSING UNITS**

in Freon and Ammonia for
**AIR CONDITIONING
AND REFRIGERATION**

Refrigeration engineers throughout the world recognize BAKER as the line of compressors and condensing units on which they can depend for maximum output and long life. Baker's 45 years experience, expert engineering and enlarged manufacturing facilities insure the finest quality — and prompt deliveries.

AMMONIA COMPRESSORS (2 to 125 h. p.)



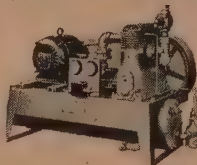
Vertical enclosed, single-acting 2 and 4 cylinder types. Can be used in multiple installations. V-Belt or direct drive. Double suction and capacity reduction in larger sizes. Also compressor-motor units.

AMMONIA CONDENSING UNITS (2 to 15 h. p.)



Water-cooled compact design. Shell and tube type condenser with pressure-operated water control valve. Mounted on rigid frame with V-Belt drive motor, guard and all controls.

FREON CONDENSING UNITS (1/2 to 60 h. p.)



Two- and four-cylinder types mounted on rigid frame with V-Belt drive motor, guard, shell and tube condenser, and all controls.

ALSO COMPLETE ICE PLANT EQUIPMENT

FOR THE LATEST AND BEST IN MARINE REFRIGERATION
CONSULT BAKER'S PACIFIC COAST OFFICES

LOS ANGELES: 351 South Anderson Street

SAN FRANCISCO: 445 Bryant Street

SEATTLE: Northwest Baker Ice Machine Co., Inc.,
1310 Airport Way

PORTLAND: Northwest Baker Ice Machine Co., Inc.
932 Northwest Sixteenth Avenue

BAKER



**AIR CONDITIONING
AND REFRIGERATION**

Zone-balanced

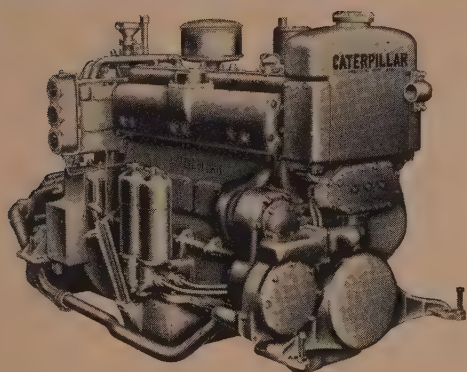
Engineered

BAKER REFRIGERATION CORPORATION

General Offices and Factories: South Windham, Maine

POWER

to go where
the fish are



• The "Caterpillar" D318 that powers PAFCO No. 11 delivers 80 HP. at the propeller. That's honest horsepower—not the momentary effort of a stripped engine. There are ten engine sizes in the "Caterpillar" Marine propulsion line, ranging up to 400 HP. Marine power units to 500 HP.; Marine Electric Sets to 314 KW.

LOOK UNDER THE HIDE



Filters are the watchmen of an engine's lubricating oil system. That's why "Caterpillar" filter elements are engineered and manufactured to extremely strict standards. They remove harmful particles as small as 39-millionths of an inch . . . remove sludge . . . have large filtering area and high flow rate . . . do not remove beneficial additives . . . are vibration-proof and waterproof. Look under the hide for quality—you'll find it in every "Caterpillar" detail.

YOU can't wait for salmon to come to you. You've got to go after them and stay with them till the hold is full. That takes a steady, dependable engine, foolproof and tinker-free, that lets you fish full time.

Pafco No. 11 is one of four new purse seiners built in Seattle for Pacific American Fisheries, Bellingham, Washington. She's a trim, modern 45-footer, with a 14-foot beam and 4.5-foot draft—designed to get in close to the beaches. She needs plenty of cruising range for fishing the waters off Kodiak Island, Alaska. And she gets it with a sturdy "Cat" Diesel D318 Marine Engine, swinging a 30x18 propeller, that gives her a top speed of over 8 knots.

Built-in "Caterpillar" dependability, plus the matchless service provided by "Caterpillar" dealers, make "Cat" Marine Diesels first choice among wise skippers. With one of these engines powering the boat, they know they'll bring home the catch.

CATERPILLAR, SAN LEANDRO, CALIF.; PEORIA, ILL.
REG. U.S. PAT. OFF.

CATERPILLAR

REG. U.S. PAT. OFF.

DIESEL *Marine Engines*

Keeps You Fishing



Soft Rubber
Water Lubricated



"Hortensia Bertin"
Is Cutless
Bearing Equipped

If you fish for a living you know the importance of dependable propeller shaft bearings. The kind that gives years of trouble-free, *quiet* operation. The kind that saves shafts and keeps boats out of drydock. That kind is **CUTLESS**—the soft rubber, water lubricated bearing—the bearing fishermen depend on to keep them fishing.

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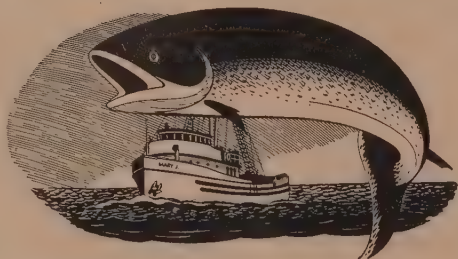
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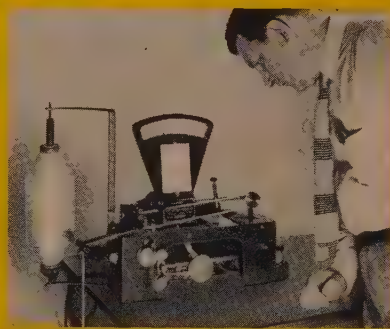
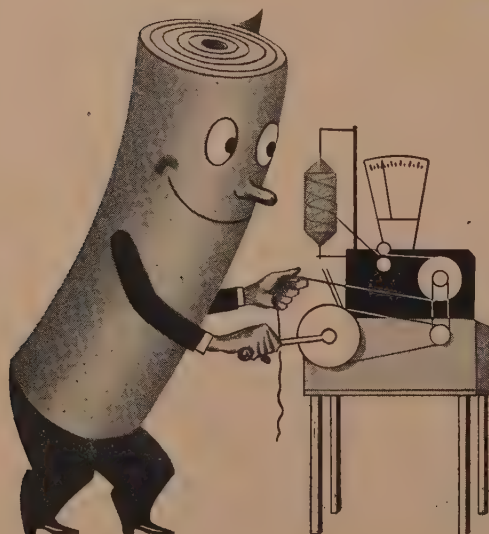
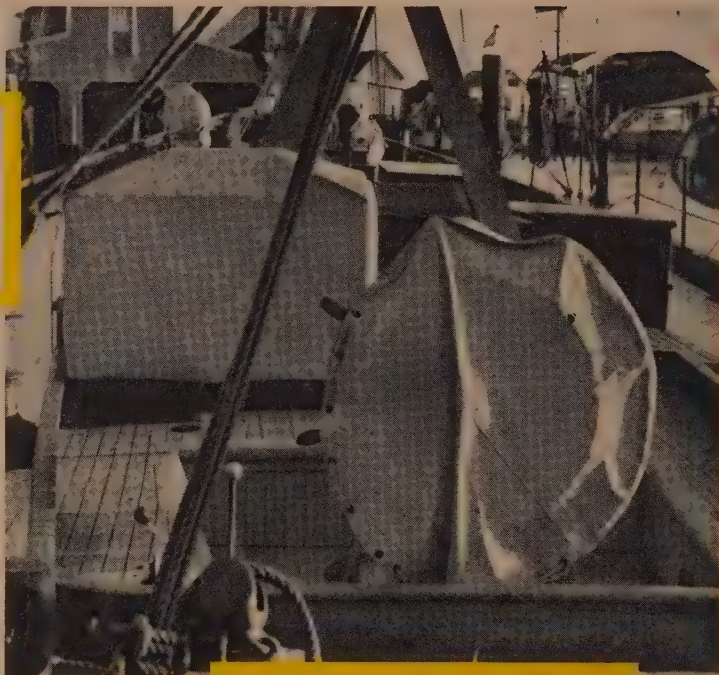
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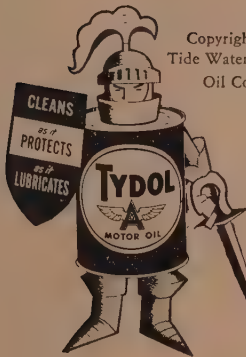
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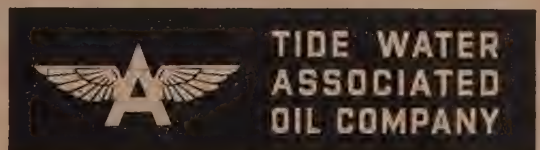
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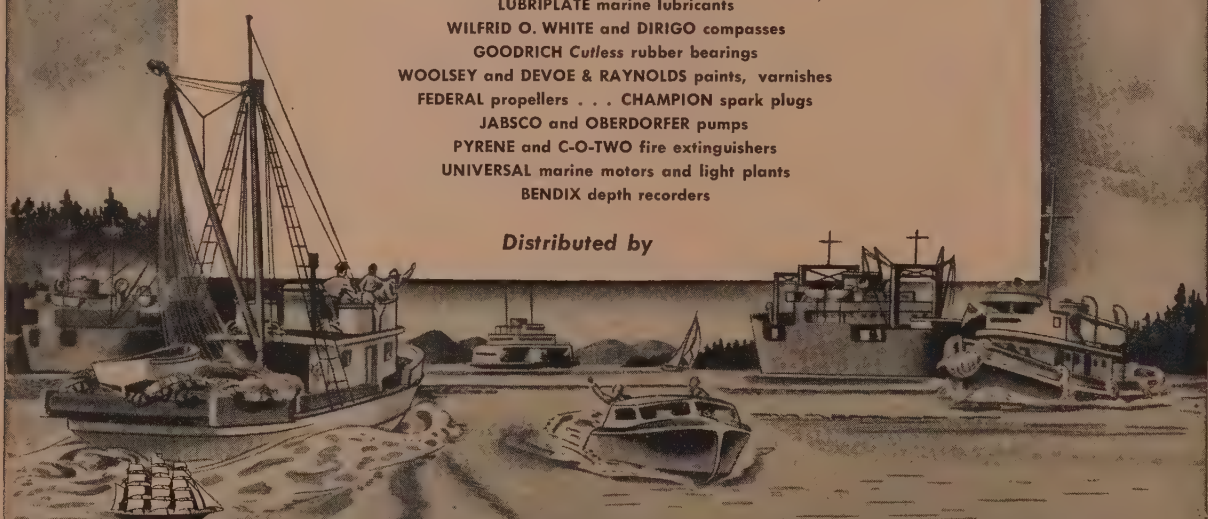
Numerous references are to be found throughout the *Coast Pilots* that "local knowledge" is essential in navigating certain waters along the Pacific Northwest and Alaska coasts. Wise mariners heed these warnings. In the selection of marine equipment, those who follow the sea for a living depend on a supplier whose service and advice are backed by familiarity with local marine needs.

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SETBACK IN SALMON

Adverse conditions throughout the American salmon districts — save for portions of Central Alaska — brought the national supply of this food in 1950 to the lowest level in a generation.

Alaska, mainstay of the world's salmon supply, made its smallest pack since 1921.

Puget Sound and British Columbia, expecting a "big year" for the Fraser Sockeyes, suffered the bitterest of disappointments.

Columbia River production ran at or near its all-time low.

Combination of high costs and scant supply carried market prices for canned salmon to their historic high.

The dismal prospect sketched above prevailed at the close of the 1950 salmon season.

Alaska's ultimate pack was not expected to run much, if any, above 3,100,000 cases, the smallest pack since 1921. The year penetrated even the floor established in the failure year of 1927.

The pack of 1921 amounted to only 2,605,000 cases, but that year's low resulted from economic causes. The industry then was too broke to go fishing. In 1950, on the other hand, the shortage was occasioned by lack of fish, not by lack of effort.

Not much had been expected of 1950 as a salmon producer, but even the most pessimistic looked for larger runs than actually came about.

Cook Inlet Alone Has Really Good Fishing

Of the major districts, only Cook Inlet had truly favorable fishing. Production there was the heaviest in history, but may have been obtained at fearful cost, because it was produced by a concentration of gear which unquestionably curtailed escapement.

The full story of the Cook Inlet run cannot be read in the district's pack figures, for a substantial per-

centage of the Kodiak Island district's very fair pack was produced from fish hauled across Shelikof Strait from lower Cook Inlet and the Mainland coast.

The South Peninsula pack was good, due to a fortuitous circumstance which led the Red run bound for Bristol Bay close along the Bering Sea coast, within reach of the seiners. Traps in the Isanotski Strait area were not productive.

The third favorable spot in Alaska was Copper River—a relatively minor district, whose best pack in many years did little to swell the aggregate pack.

Southeast Alaska's Weak Northern Runs Fail

Failure marked the fishery in the northern portion of Southeast Alaska. From Chatham Strait and Frederick Sound north through Icy Strait the story was one of scant runs and poor fishing.

In the southern districts, notably around Ketchikan and South Prince of Wales Island, results were much better.

The peak period of fishing was interrupted by the one-two punch of a double storm which struck first Aug. 25 and again two days later. Three men lost their lives, at least

a dozen traps were destroyed and half of the entire number of traps fishing were rendered inoperative until the storm had blown itself out.

Three-Day Extension Of Fishing Unavailing

A three-day extension of fishing was granted in Southeast Alaska at the end of the first week in September, but it proved of small avail in increasing the pack. The northern waters yielded next to nothing. In the south the various canneries added from 5,000 to 15,000 cases to their totals as result of the extension, which produced mostly Chums, although the take of Pinks in the three days was believed larger than in the three days of fishing immediately preceding closure.

All in all, purse seiners in Southeast Alaska did better than the traps. Certainly, they were not so much affected by the storms.

Early Escapement Rated Good in Southeastern

Examination of representative spawning streams in Southeast Alaska in the days immediately preceding the opening of the general fishing season August 15 showed consistently good escapements. Certainly there was no overseeding of the

spawning beds, but most streams showed satisfactory numbers of spawners well up on the gravels.

Persons who made such surveys in 1949 and 1950 felt that both years of the current Pink salmon cycle had been adequately seeded during the early August period whose runs hitherto have shown weakness.

Unquestionably contributing substantially to the successful seeding of the streams were the good water conditions prevailing. Streams were full from heavy winter snows and early summer rains.

Southeastern Pinks Large And of Excellent Quality

Exceptional quality characterized the Southeast Alaska Pink salmon of

1950. In this they were in sharpest contrast with those of the bonanza run of 1949.

In color and in oil, the Pinks of 1950 were classed by examiners as ranking with the best ever seen.

Significantly, the fish were also very large; in which they may have reflected the favorable conditions for growth attending a small year class in the pastures of the sea. Similarly, they showed in color and in oil the abundant living which brought them to unusual size.

For example, the overall *Southeast Alaska average was approximately 18 fish per case*—perhaps even a shade less. Some canneries using only trap fish actually reported averages of less than 17 Pinks per case.

In 1949 the average was 22.5 fish per case.

High Prices Are Paid

This large size of the fish may have contributed somewhat to the willingness of buyers to pay above the contract price for fish. Other, and more powerful, influences arose from the bitter competition as canners struggled to secure enough fish to bring their cost-per-case down to the break-even point.

Prices as high as 47c were paid for Pinks, but in the case of Chums—where the situation was further complicated by the buying efforts of freezers—the price was carried up from a contract figure of 80c per fish to a season-end price of \$1.35.

INTELLIGENT FISH PRICE CONTROL IS ANTICIPATED BY INDUSTRY

Prospects of control under the Defense Production Act did not materially disturb the Pacific fishing industry in September, when passage of the act and announcement of the national policy which would apply it found the fisheries well prepared to do their part.

Best-informed individuals were of the opinion that controls and set-asides probably would not be applied before the 1951 season, as production of fish for this year was virtually over, and marketing of the pack is well advanced.

Only aspect of the situation which salmon industry leaders found alarming was the May 24-June 24 specification for price base. They pointed out that costs and prices in this period were by no means representative of the 1950 season, being based on early season fish contracts, which were later overtopped as fish proved scarce.

They emphasize that 1950 prices on canned salmon advanced sharply following the May 24-June 24 period on account of acute shortage in supply, with resultant high unit

costs; and not as result of the Korean hostilities.

Smallest packs in a generation in Alaska and on the Columbia River, and an extremely disappointing season on Puget Sound resulted in per-case costs entirely out of line with prices prevailing during the May-June period of this year.

Inasmuch as food controls apparently will be entrusted to officials qualified by experience in World War II, salmon industry leaders late in September were confident that the significance of this point would be appreciated, and that it would be taken into consideration in any application of the law which might possibly be made this season.

PACIFIC FISHERIES CONFERENCE TO MEET IN SEATTLE NOV. 28-29

The Pacific Fisheries Conference will meet in Seattle Nov. 28 and 29, it was decided at a meeting of the executive committee held in San Francisco early in September.

Miller Freeman, chairman of the conference, appointed Harold E. Lokken, manager of the Fishing Vessel Owners Association, chairman of the program committee for the meeting.

At presstime it was tentatively decided that the opening session of the general conference would be held the afternoon of Tuesday, Nov. 28, for discussion of the general problems facing the Pacific fisheries; and for the appointment of committees to consider these problems in detail and present recommendations

for appropriate conference action.

Committees will present their recommendations at a second general session Wednesday morning, Nov. 29. Consideration will continue until the conference reaches its decisions.

Participating in the conference will be elected delegates representative of the various member organizations. Membership in the Pacific Fisheries Conference embraces all strata of production in America's Pacific fisheries—fishermen, vessel owners and operators.

The conference will be held coincidental with and following the dedicatory ceremony and program of the University of Washington's new Fisheries Center.

San Francisco-Monterey Fleet Finds Albacore

Central California's Albacore season was going full blast by Sept. 12, with good catches being landed both at Monterey and San Francisco.

In two days during the month 100 tons of Albacore were landed in San Francisco. A couple of the leading boats, the *Western* and *Yakutat*, had 8 tons each.

Price for the fish did a series of gyrations. The price started in northern California at \$350 per ton about Aug. 1. By Aug. 29 one buyer in Moss Landing was reported to be offering \$425 per ton, with others holding to \$410-\$400. As of Sept. 7, the price seemed to be fairly firm at \$400 per ton.

High week for the season to date was scored early in September, when approximately 146 tons were landed in Monterey and 317 tons in Moss Landing.

August Tune in Tuna: One Month, One Million Cases

The American public wanted canned tuna and the Southern California fishing fleets last month showed an enthusiastic willingness to search for tuna over more than 2,000,000 square miles of ocean, and the ability to bring it home in ample supply.

August was one of the largest tonnage months in history and the final months of 1950 promises more.

Clipper and seiner fleet catch was far out ahead of the first eight months of 1949, but that didn't seem to be bothering packers whose canneries were working to capacity.

The Southern California yield to September 1 was a grand total of 134,760 tons, as compared to 103,321 tons for the same period last year. The pack was 5,754,598 cases against 4,207,302 in 1949. August alone supplied more than 1,000,000 cases.

Here is how it went: San Diego in August received 14,699 tons, all grades; Los Angeles-Long Beach, 13,560 tons, for a gross of 28,259 tons. San Diego produced 567,818 cases; the northern district, 588,328 cases for a grand slam of 1,156,146 cases. The industry therefore, to September 1, was 1,447,296 cases ahead of 1949 to that date.

Highlights of August fishing was the large yield of Skipjack, 11,064 tons, almost as much as Yellowfin, 11,710 tons. A dab of Bluefin showed up from Mexican waters, delivered to San Pedro, 220 tons; and Albacore was declining, although ahead of 1949 to September 1.

In spite of the sensational early run of Longfins, there was some doubt that the catch would equal the 1949 catch of 22,000 tons. To September 1, Southern California had

received 15,605 tons as compared to 13,245 tons last year, or 2,360 tons ahead.

However, conditions offshore looked quite different this year, with Mexican banks only fair, and local areas about finished by early September. Last year, for three months after August 31, the two districts unloaded nearly 7,000 tons more. This didn't seem likely this year, although a late run might materialize.

Tuna seining below the international border was about done, too. In early September only seven seiners were operating in Mexican waters. However, several major seiners, such as the *Anthony M*, *Arlene S.* and *Sun Beam*, departed for the Galapagos Islands. On the whole it had been an excellent season for the net vessels.

New Drop in Sardine Fishing Shocks Industry in Central California

Northern California sardine fishermen and processors were worried looks as the middle of September brought no sardines into the nets during the start of the September dark—a time when fishing should be at its best.

No fish were landed in San Francisco at all since Aug. 30, the first night of the dark, as *Pacific Fisherman* went to press, and only a measly catch had been landed in Monterey from Aug. 30 to presstime.

The fish had done their disappearing act again. Although there appeared to be feed in the water, the sardines were just not there. Herrings and anchovies were in evidence, and one day boats landed some 400 tons of mackerel in Monterey, but no sardines.

Boats had scouted from Pt. Arena on the north to far south of Pt. Sur, but there were no sardines to be found.

The San Francisco Sardine Association decided to try airplane scouting once more with an airplane

piloted by Roy Dewey, formerly with the Thomas A. Short Co., San Francisco, and before that with the Submarine Signal Co. Spotter was to be Jack "Curly" Dorsey, Tamalpais Fishing & Packing Co. and Polarine Fisheries, who has had a great deal of experience in airplane spotting of fish out of Gray's Harbor, the Columbia River and San Francisco.

There were so many San Pedro purse seiners in San Francisco at the start of the season that the Fishermen's Cooperative Association opened up an office on Fishermen's Wharf, in charge of Slavko Ivancic, owner of the purse seiner *Adriatic*. However, by the middle of September most of the San Pedro boats had sailed for home. At one time there were 61 purse seiners in San Francisco, mostly from San Pedro and the Pacific Northwest.

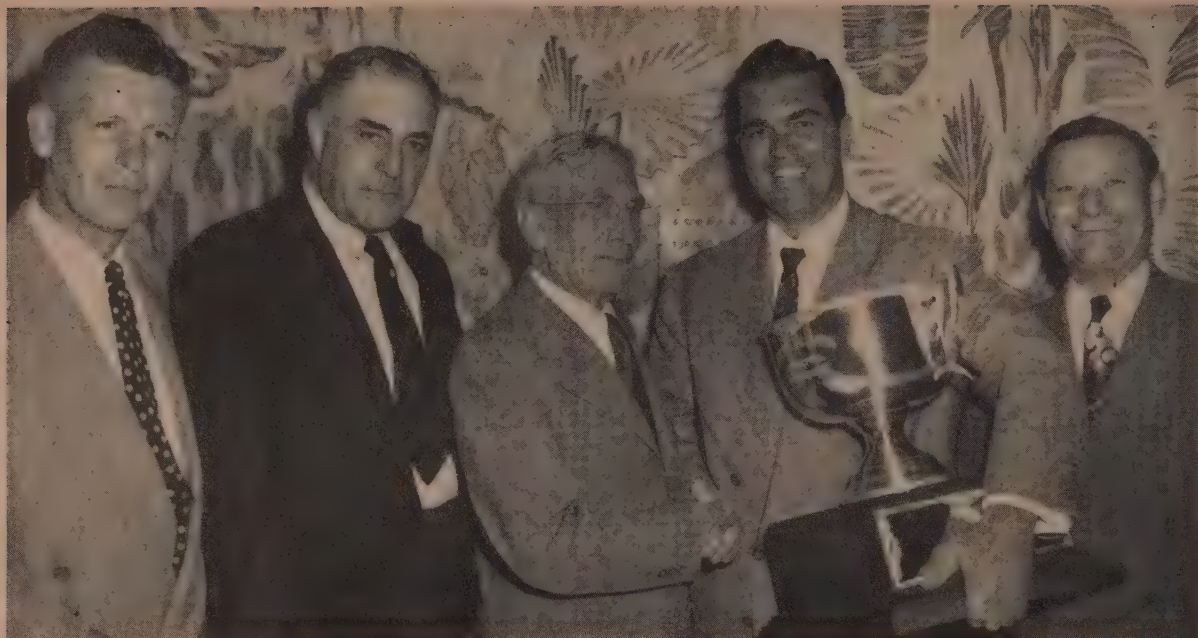
High boat for the fleet fishing out of San Francisco during August was *San Pedro Boy*, San Pedro, Nick Radovicich, skipper, with 759 tons.

As of Sept. 7, 11,751 tons of sar-

dines had been landed in San Francisco as compared to 1,898 tons to the same date a year previous; and in Monterey 10,576 tons had been landed to the same date, as compared to 13,775 tons the year before. The total catch was 22,327 tons to Sept. 7, as compared to 15,673 tons the year previous to date.

In San Francisco to Aug. 27, 29,458 cases of sardines had been packed as compared to 16,037 cases for the year previous. In Monterey, which had packed 210,848 cases to that date in '49, the pack was 'way behind this year with 82,776 cases. The total pack figures were 112,234 cases to August 27, as compared to 226,885 cases the year before.

Although fishing had started with the opening of the season at Moss Landing and San Francisco, Monterey canneries with the exception of the Monterey Fish Products Co., were closed by a plant workers' strike, until Aug. 19 when operators granted an over-the-board wage increase of 12c per hour.



Nick Trutanich, French Sardine Company, Terminal Island, proudly holds the Miller Freeman trophy, as he receives congratulations from the donor, for his low net score of 150. Left to right, James B. Lane, John V. Morris and, extreme right, Lee Irish, toastmaster for the annual California Fish Cannery Association dinner.

James B. Lane Heads Calif. Cannerys; Nick Trutanich Wins Golf Trophy

James B. Lane, vice president, Westgate-Sun Harbor Company, San Diego, was elected president of the California Fish Cannery Association, succeeding John V. Morris, of the French Sardine Company, at the annual two-day meeting held at Del Mar, California, September 14-15.

Montgomery Phister, vice president, Van Camp Sea Food Company, was elected vice-president, and Roy H. Beaton, executive vice president and general manager, succeeded himself for the eighth time. C. Frank Reynolds, formerly traffic manager of the Port of San Diego, was chosen secretary-treasurer, filling the office held for many years by the late Charles A. Winkler.

One of the convention's highlights was the presentation to the association of the Miller Freeman perpetual golf trophy by the publisher of *Pacific Fisherman*. It was won by Nick Trutanich, production manager, French Sardine Company, with a net score of 150. Runner-up was L. T. "Mike" Bradbury, sales manager, West Coast Packing Corporation.

Contributing to the business part

of the meeting were Dr. W. D. Chapman, special assistant for fisheries to the Undersecretary of State; O. E. Sette, director, Pacific Ocean Fishery Investigation of U. S. Fish & Wildlife, from Honolulu; Charles R. Carry, head of the fish products division, National Cannery Association; and Mal Xavier, Pacific Coast representative of the National Fisheries Institute.

In his annual report to the association, Mr. Morris briefly outlined some of the major activities during his administration. Principal among these were the exhaustive investigations and research work in connection with tuna standards.

The Tuna Standards Industry Committee was headed by Al Vignola, West Coast Packing Corporation, with the research work under direction of G. H. Clark, Terminal Island Sea Foods, Ltd., and in close cooperation with government officials.

A heavy year of legislative work, both at Sacramento and Washington, D. C., was reported by General Manager Beaton. Other activity touched on was work in connection with both the tuna research treaties between

this country, Mexico and Costa Rica.

The CFCA cooperated closely with shipping and other interests to obtain fair and more equitable tolls for commercial shipping through the Panama Canal.

Nearly \$300,000 has been spent by fish packing companies during the past two years on air and water pollution problems in the Los Angeles-Long Beach cannery areas. The whole statewide problem is handled by the California Association of Production Industries, president of which is Herbert C. Davis, Terminal Island Sea Foods, Ltd., a C. F. C. A. member.

Considerable progress was reported on work with the California State Marine Research committee, on sardines, and for which the Southern California industry contributes 50c per ton. Members devoting time and activity on this committee are W. Wade Ambrose, president, Westgate-Sun Harbor; J. R. Biven, president, Coast Fishing Company; and Mr. Morris.

Also reported on was the work of the C. F. C. A. Sales Managers' Committee, headed by Mr. Lane, on a proposed program for an industry-



James B. Lane, vice president and sales manager, Westgate-Sun Harbor Company, San Diego, left, succeeded John V. Morris, legal counsel, French Sardine Company, as head of CFCA. Third from left is the new vice president, Montgomery Phister, vice president, Van Camp Sea Food Company. Next is Roy H. Beaton, succeeding himself for the eighth year as executive vice president and general manager.

wide canned tuna advertising campaign, funds to be contributed by all factions of the industry, packers, vessel owners and unions. Another proposal is for a national advertising campaign on California sardines. No decision has yet been reached on either.

President Morris accepted the Miller Freeman perpetual golf trophy in behalf of the organization as part of the business agenda. He chose to acknowledge the gift this way, he declared, because it was not the intention or the sentiment of the membership to regard the trophy as merely associated with the entertainment phase of C. F. C. A. activity.

"Rather," he said, "we want to regard it as a memorial to Captain Freeman, for all he has done for the commercial fisheries from San Diego to Alaska during the past half century. I personally, and every member of our organization, hold him in the highest esteem, and we accept this perpetual cup with our gratitude."

Later, at the presentation dinner, Mr. Morris referred to Captain Freeman as one of the "outstanding public citizens of the Pacific coast; one who has given unstintingly to the welfare of the fishing industry everywhere along the Pacific."

Replying, Captain Freeman declared the trophy would, as time goes on, enhance the competitive spirit among the members and contribute to increasing good fellowship. "I consider it a great privilege to offer the California Fish Cannery Association this perpetual golf trophy," he concluded.

Some 75 members and guests—

largest turnout in the association's history attended the annual dinner, which was preceded by the American Can Company's cocktail party. The previous evening the Continental Can Company had been host.

Lee Irish, vice president, Coast Fishing Company, acted as master of ceremonies in his usual effective manner, a task he assumes every year. W. Wade Ambrose took occasion while installing the incoming tuna officers to warn the tuna in-

dustry of problems ahead to be solved by this rapidly-developing fishery, the only one, he said, that was forging ahead year by year.

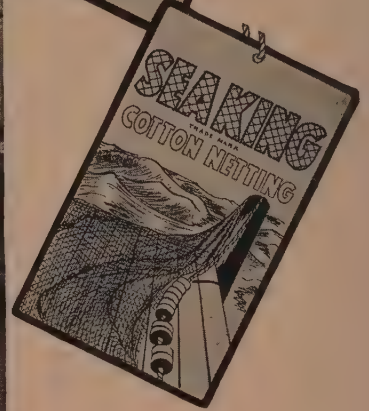
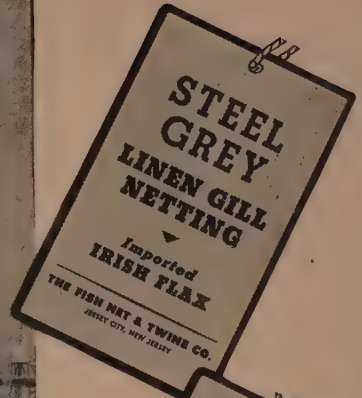
Dr. Chapman was the featured speaker, briefing the members and guests on current activities affecting the commercial fisheries in general.

GOLF PICTURES

Pictures of some of the C. F. C. A. tournament golfers will be found on Page 25 of this issue.

The Miller Freeman perpetual golf trophy presented to the California Fish Cannery Association by the publisher of *Pacific Fisherman* at the annual two-day meeting at Del Mar, California, September 14-15. First winner was Nick Trutanich of the French Sardine Co.





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"Serving the Fishermen's Needs for Over 100 Years"

Failure of "Big Year" Fraser Run Leaves Sockeye Industry Bewildered

Utter failure of the great Adams River Sockeye run, principal element in the 1950 cycle, brought disaster to the Puget-Sound-Fraser River fishery this season, and produced the first serious check to the international program for rehabilitation of this rich salmon resource.

The run of Adams River Sockeyes, which developed unheralded in 1930 and became the dominant factor in the four-year salmon cycle, collapsed in 1950 as suddenly as it was conceived.

The reversal left seiners and scientists, cannerymen and gillnetters alike gasping from the shock. They went into October shaking their heads and searching the data for a clue to the newest mystery of the Sockeye.

Early Season Is Normal

The early weeks of August brought Sockeye fishing which was entirely in line with anticipations—a steady day-by-day increase in production as contrasted with even dates in the three previous cycle years.

These early fish were dominantly races from the Birkenhead and Stellako tributaries of the Fraser.

The great Adams River run, which was counted upon for at least two-thirds of the year's total catch, was not expected to appear until about August 20.

Adams River Run Fails

No particular concern was felt when the Adams run did not appear precisely according to the timetable, but uneasiness was manifest with the passing of Aug. 25, and acute before Aug. 30, when the International Sockeye Commission called for the first of a series of special closures.

American fishing was suspended that day for a period of one week. Canadians were permitted to fish, because their catch then was 400,000 fish behind that of the Americans. It was expected that a day or so would serve to bring parity—but it did not.

Opening of ocean fishing, which might have revealed an in-bound run, profited nothing; and on Sept. 5 the commission closed all treaty waters in the vicinity of the mouths of the Fraser as an extraordinary

Crisis Calls for Command

Failure of the Adams River Sockeye run brings out in burning emphasis the fact that the work of the International Pacific Salmon Commission is far from complete—although it has been well begun.

Failure proves only how little we know about the Sockeye—how much there is to learn.

Success demands diligent pursuit of the facts, and unflagging application of them by means of regulation and engineering.

The task of the Sockeye Commission has always been great. Today it is greater than for many years, for today the best cyclic escapement is impaired, perhaps destroyed.

Effectiveness of the Sockeye Commission has been diminished for more than a year by the fact that its work has been carried on without a director since the death of B. M. Brennan in August, 1949.

Now that the task is heavier than ever, now that the necessity for effective action is acute, surely the Sockeye Commission needs an administrator to head its staff, to direct its undertakings.

The position should be filled without further temporizing.

measure to permit spawning escapement of fish which might have accumulated in Boundary Bay and off the Sandheads.

No Substantial Run Seen

Just at presstime of this issue the Commission issued a statement in which it said:

"Observations have failed to reveal the entry of any new supplies of Sockeye to inside waters adjacent to the Fraser River mouth. They also have failed to indicate that the quantities of Sockeye remaining in Gulf waters are appreciably greater than was estimated a week ago. . . . During the past seven days the number of Sockeye passing upstream towards the spawning grounds has continued to be negligible."

Extent of the Failure

The American pack of Sockeye to the time of closure of all fishing was 107,044 cases. In 1946 the pack was 280,018 cases, with 331,292 cases packed by Canadians.

The 1950 American pack had been forecast as at least 300,000 cases; perhaps 350,000, and possibly 400,000.

Packers and fishermen say that to

the time of closure they did not believe that they had taken one fish showing the well-defined characteristics of the Adams River run.

Certainly, the failure caught everyone concerned flatfooted. There were no voices raised in "I told you so."

The International Commission itself, in its published report gave daily landing figures for 1938, 1942 and 1946, saying:

"These landings are presented for the convenience of the industry in following the comparative trends of the 1950 run as it arrives on the fishing grounds. The cyclic escapement figures are shown in Table X to indicate the races expected to produce the major share of the catch." (Editor's Note: The Adams River and other tributaries of the South Thompson in 1946 had an escapement of 2,390,000 fish, 82% of the escapement to the entire Fraser River system.)

The commission's published report went on to say:

"From the data presented it appears that the Adams River district will be the major producer of Sockeye in 1950, followed in importance by the Stellako and Birkenhead systems."



**LOSS OF MY WEIGHT
IN ENGINE WEAR
—ABOUT TWO OUNCES—
WILL RUIN YOUR ENGINE**

Your engine weighs hundreds of pounds, but the loss of 2 ounces by wear — little more than the weight of the canary — will ruin it!

It's ~~Acid Action~~ - not friction - that causes most engine wear

Shell Research discovery counteracts
Acid Action, prolongs engine life

• Few realize it's corrosive Acid Action—not friction—that causes up to 90% of engine wear. In typical “on and off” operation, your engine never warms up to efficient operating temperature.

Combustion is incomplete. Partially burned fuel gases and moisture attack the metal surfaces *chemically*. Shell scientists worked 9 years developing a new, unique “X” safety factor to counteract this biting acid.

Now 2½ million miles of road testing, plus millions of miles of use by motorists, have proved that Shell X-100 Motor Oil prolongs engine life. This oil, long famous for its protection at sustained high speed, now brings this additional safeguard for every mile you drive.

For passenger cars
and light trucks



It's Incomparable!

The Commission's Comment

The International Commission claimed to have uttered a warning at one of its closed meetings early in the year. A statement issued through Senator Thomas Reid, its chairman, Sept. 12 said:

"At meetings held at the beginning of the year, the Commission warned the industry not to be too optimistic; nevertheless the extent of the failure of the Adams River Sockeye run this year has been both a surprise and a disappointment."

The statement says further that "the situation is a serious one"; and that "the small run of Adams River Sockeye this year has not been due to the lack of spawners in 1946."

Some well-informed students of the situation are inclined to feel that the failure may have been a result of the tremendous flood of 1948, which occurred at the time when Sockeyes of 1946 spawning were due for their downstream migration.

At the same time, fingerlings from tributaries other than the Adams

were also bound downstream at about this time, and the returns from those races were up to expectations.

Contrary to general assumption, the Adams River Sockeye run was not affected seriously by the block at Hell's Gate, as it passed that point at a period when the Gate was not blocked prior to construction of the fishways.

This point is emphasized in The International Sockeye Commission's Bulletin 1, Pages 43 and 62 through 66; which indicates that depletion of the Adams run may have been due to construction of a dam on the stream.

These same pages bring out a point which is of possible significance today: *Originally the "big" Adams run occurred on the cycle which should have brought it back in 1921; but it did not then occur. The dominant run to the Adams at that time switched to 1922, and established the 1926-26-30 cycle which failed this year, somewhat as the then dominant cycle did in 1921.*

B. C. Salmon Pack Good Despite Fraser Failure

In spite of the failure of the Adams River run of Sockeyes to the Fraser, the British Columbia salmon pack to presstime was the best to even date since 1945.

The total at that time was well above 1.1 million cases as result of good runs in all districts in the northern portion of the Canadian coast; while the Fraser district itself was leading any recent year by virtue of the early fishing, and of salmon hauled to the southern canneries from heavy fishing further north.

Even in the case of Sockeyes, with more than 400,000 cases packed to presstime, the Canadian production was well above the average, which for the 10 years preceding this season was 357,992 cases. Pinks, too, were right up to the 10-year average.

DR. G. R. HALPERN, of Canadian Fishing Co.'s laboratory staff in Vancouver, has recently been made a member of the Chemical Institute of Canada.

At the California Fish Cannery Golf Tournament

Participants in the first annual competition for the Miller Freeman perpetual golf trophy for members of the California Fish Cannery Association, held at Rancho Sante Fe course, Del Mar, California, September 14-15. Reading from left to right:

Top row—The winner, Nick Trutanich, French Sardine Co.; J. R. Biven and Lee Irish, Coast Fishing Company; Joe Porter, Fibreboard Products, Inc.; Joseph J. Bogdanovich, French Sardine Company, and James Seley. W. Wade Ambrose, president, and K. J. Berglund, Westgate-Sun Harbor.

Middle row—Charles Buchan, William Rule and Bob Beaman, Van Camp Sea Food Company; Mel D. Marsh, South Pacific Canning Company; James Barry, E. M. Darrimon Company; Jim Morgan, Continental Can Company, and Walter Forbes, South Pacific Canning Co.

Lower row—Gordon Schellenberger, CFCA attorney; Wilbur Wood, retired, Southern California Fish Corporation; James DeSilva, South Coast Fisheries; and L. T. "Mike" Bradbury, West Coast Packing Corporation, runner-up with a net low of 151; Dr. W. M. Chapman, special assistant to the Under Secretary of State; Arch Ekdale, CFCA attorney; James B. Lane, Westgate-Sun Harbor, and Charles R. Carry, fish products division, National Cannery Association.





Pacific American Fisheries' cannery-freezership *Neva* ready for sea. All fish packing functions are housed in the deck structure forward of the lifeboats. The elevated portion of this house forward of the masts contains the fish bins.

Cannery—NEVA—Freezer

P. A. F. FLOATER COMBINES MOBILITY AND VERSATILITY

With *Neva*, its cannery-and-freezer ship, Pacific American Fisheries, Inc., this season pioneered new ground in the development and employment of ocean-going fish-packing plants.

There have been floating canneries before, and floating freezers—but never in the Pacific fisheries has there been a vessel which combined in one hull the functions and facilities of a salmon cannery and those of a fish freezing and cold storage plant.

The question might be raised: What of the *Pacific Explorer*?

Answer: She was an experimental vessel, never designed for commercial operation; and she was not a salmon cannery. Her canning plant was designed only, and suitable only, for canning crabs.

Floating salmon canneries are not new; and there have been a number of freezerships in both the salmon and the tuna fisheries—but *Neva* stands as the first commercial enterprise possessed of the full-scale functions of both. In her first season she operated as a salmon cannery

at Thumb Bay, Prince William Sound, and at Excursion Inlet, Southeast Alaska.

Four-Way Versatility In a Fish-Packing Craft

While *Neva* combines in one hull two independent plants, they are integrated and inter-connected, physically in the vessel and functionally in her program, in such a way as to give her four-way versatility.

Thus, *Neva* may operate:

1. As a salmon cannery, making no use of her refrigerated department during the canning season.

2. With refrigeration serving and supplementing her canning function. In such service, for example, at times of peak runs, when deliveries of fish would exceed the daily capacity of the cannery, it would be possible to chill and hold under refrigeration a reserve of fish for canning as soon as the run slackened.

Or again, while the vessel was operating as a cannery on Pinks and Reds, the market for frozen Chums and Silvers might make it advan-

tageous to segregate these species and freeze them.

3. With cannery and freezer functioning on an entirely independent basis. For example, the vessel might be in operation as a salmon cannery in an area where halibut, king crabs or other species desired for freezing were being taken. These could be received and frozen while the craft was working as a cannery without conflict between the two departments.

4. As a fish freezer, making no use of her cannery during the freezing season.

Basic Facts About Neva

Neva was converted from a typical LST, 328' long, 50' beam; draft empty, 3' forward, 8' aft; draft, loaded, 8' forward, 15' aft.

Propulsion is by twin General Motors 900-hp. diesels, working through Falk reduction gearing. She carries three auxiliary Superior diesels, driving 100-kw. generators. Cruising speed is counted at 9 knots, with 15,000-mile range.

In addition to the small steam



Joining Two Great Names in Engines

Superior . . . Atlas . . . two world-famous lines of engines . . . now united by the purchase of the manufacturing rights of Atlas Diesel Engines by The National Supply Company.

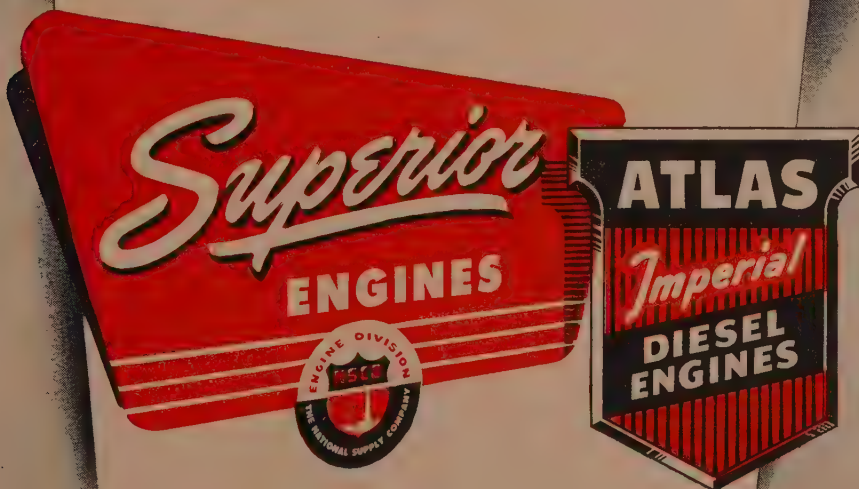
Present owners of Superior and Atlas engines will benefit from the expanded sales, service, and shop facilities of the combined companies . . . from Alaska to Mexico and from Nova Scotia to Texas.

Manufacture of both lines of engines will continue on the same high standards as in the past. Production of both lines will be combined in Superior's modern 15-acre plant at Springfield, Ohio. The outstanding features of both Superior and Atlas engines will continue to make these two lines of engines the greatest values in their fields.

If you contemplate the purchase of engines, you will find the type and size to meet your requirements exactly in the complete Superior-Atlas line. Write for the location of the sales-service station nearest you.

THE NATIONAL SUPPLY COMPANY
ENGINE DIVISION

Plant and General Sales Office: Springfield, Ohio



DIESEL ENGINES . . . NATURAL GAS ENGINES . . . DUAL FUEL ENGINES

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to fit your needs...**

Need a paper that's strong when wet? Patapar Vegetable Parchment gives it to you. Want a paper that resists grease? Patapar is your answer. Want package sales appeal? A colorfully printed Patapar wrapper really sparkles.

Patapar is produced in 179 types. Each type is

"custom-tailored" to meet special needs. Types vary as to wet-strength, grease-

proofness, opaqueness, moisture vapor resistance, pliability, thickness and many other qualities.

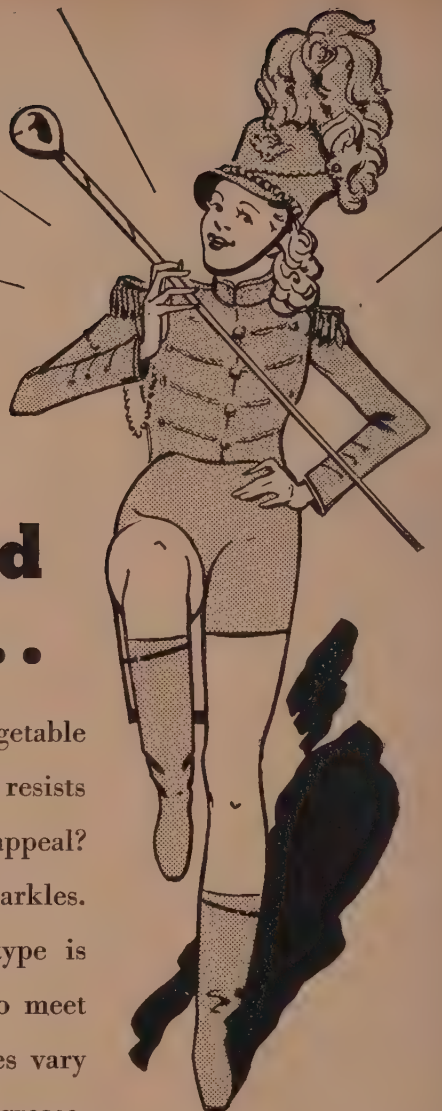
Tell us your requirements. We will recommend the type of Patapar best suited to meet them.

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Patapar is furnished plain
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wrapper protection

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COLD STORAGE FISH HOUSE
(cannery fish bins over)

The floor plan shows a large central area (23) with vertical bins (21, 22) and a series of rooms (1-18) and a shop (25) arranged around the perimeter. A large arched structure is at the top.

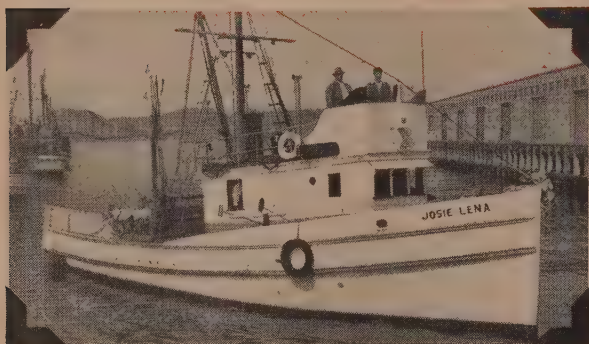
Rooms and areas labeled:

- 1, 1
- 2
- 3, 3
- 2A, 3
- 4, 4
- 5, 5, 5, 5
- 6, 6
- 7, 7
- 8, 8
- 9
- 10, 10
- 11
- 12
- 13A
- 14
- 15
- 16
- 17
- 18
- 19, 19, 19, 19
- 20
- 21, 21
- 22
- 23
- 24
- 25 (SHOP)
- 26

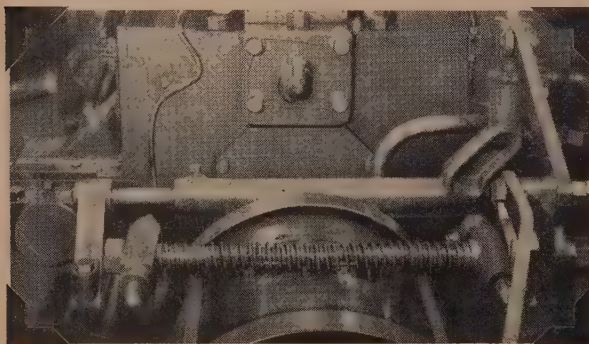
STANDARD ENGINEER'S REPORT

	DATA
LUBRICANT	RPM Gear Lubricant (comp.)
UNIT	Fishing boat "Josie Lena" - 52' 60 H.P. Atlas Diesel engine
PART	Reverse gear - self-lubricated
CONDITIONS	Fish high seas - Albacore + shark off California + Mexico coasts
OWNER	Joseph Piazza - San Francisco

No transmission gear expense in 10 years of work!



IN FOUL AND FAIR WEATHER, the Josie Lena has fished in the Pacific for 10 years. She makes regular trips around the windy Santa Barbara Islands and in the path of tropical storms down the Mexico coast.

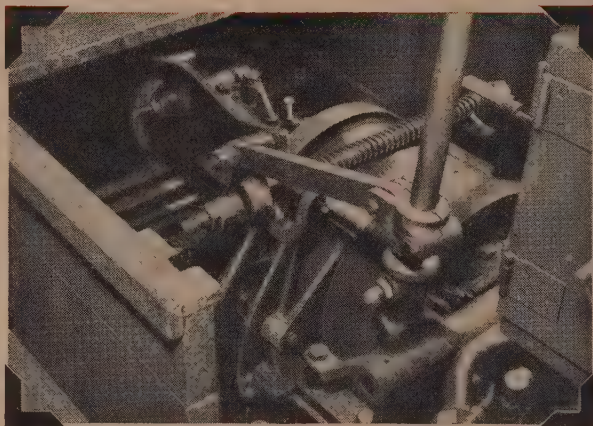


"OUR GEAR UNIT HAS GIVEN US NO TROUBLE," says Mr. Piazza, owner. "After 7 years of use we opened it up to check the cooling system. The gears were in perfect condition, so we put them all back in."

STANDARD TECHNICAL SERVICE checked this product performance. If you have a lubrication or fuel problem your Standard Fuel and Lubricant Engineer or Representative will give you expert help; or write Standard of California, 225 Bush Street, San Francisco 20.

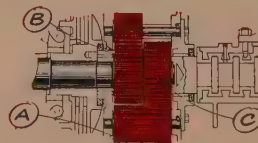


TRADEMARK "RPM"
REG. U. S. PAT. OFF.



LUBRICATED WITH RPM GEAR LUBRICANT (COMPOUNDED), not one gear in her transmission has ever been replaced and all were in "perfect" condition when recently inspected. Lubricant is drained and replaced only yearly . . . about one quart a month added.

How to Cut Upkeep Costs on Self-Lubricated Marine Transmissions



Compounded RPM Gear Lubricant in marine transmissions will prevent excessive wear and loss of lubricant from leakage. It comes in viscosity grades to meet all conditions.

- Contains foam inhibitor — prevents retention of air whipped into lubricant by gears and building up of pressure.
- Oiliness compound helps provide tough lubricating film — withstands shock and overloads and prevents wear.
- High resistance to oxidation prevents deposits; assures lubrication in extreme temperatures.

STANDARD OIL COMPANY OF CALIFORNIA

tion due to her dual role;

2. She must be able to operate efficiently BOTH as a cannery and a freezer at one and the same time.

Theory behind this concept obviously is that such versatility would extend her ability to earn over a longer period of the year, and over a broader base in the fisheries, than could be the case of a floating plant limited to a single role as a cannery or as a freezer.

Into the solution of the problems posed by this enterprise has gone a year-and-a-half of the time and thinking of executives, superintendents and engineers of one of the largest, oldest and leading companies in the salmon canning industry—plus expert technical counsel from sources outside the P. A. F.

Into it as well has gone \$750,000.

"Neva" and Other

Floating Salmon Canneries

Neva is the first major floating cannery to enter the salmon industry in many years.

Out of a considerable number of such vessels which have canned salmon in the past, only one continues active today—the *La Merced*. It is true that there are several minor floating canneries on barges and small craft, but this discussion is confined to major plants in ocean vessels.

Her predecessors in the floating cannery field include such old-timers as *Santa Flavia*, *Mazama* and *International*; and vessels such as the *William L. Thompson* and *Ogontz*, which went to war and never came back.

These last two in particular were big and modern, but *Neva* benefits from the advantages which lie in an LST hull, with its unencumbered spaces.

"Neva" and Other Modern

Floating Fish Freezers

Although floating canneries have dwindled in numbers in recent years, freezerships have multiplied.

This trend can be traced to the rise of tuna seining and the need for freezing and transporting the catches of such craft; as well as to development in the practice of freezing salmon in Alaska waters for subsequent canning.

Neva departs from both these types of freezerships—from the salmon freezers in size, capacity and capability; from the tuna mother-ships in that she is not tied to the limitations imposed by brine-imer-sion freezing, which has proven most effective for freezing large tuna.

Although not limited as to her capabilities, *Neva* is designed to function in the same field as a shore plant—primarily freezing fish for sale in that form, rather than for subsequent canning.

Salmon Cannery —

Operation and Equipment

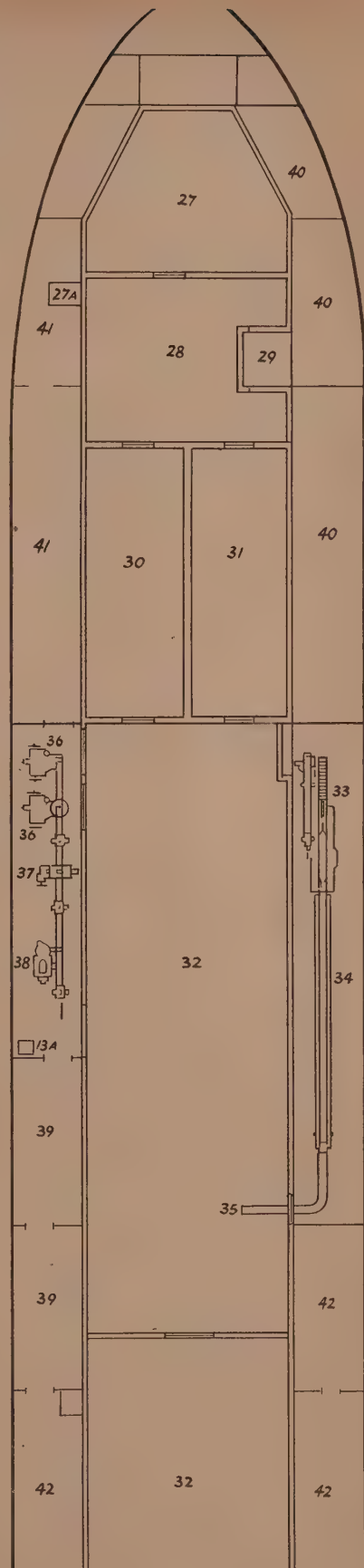
Salmon enters *Neva* at the forward end of her maindeck cannery structure, which rises at that point to accommodate the fish bins on a mezzanine level. Hoisting is by ship's tackle. When receiving salmon from a scow, she lowers perforated metal, bottom-dump boxes into a two-compartment metal "outrigger" frame attached to the side of the scow. Fish are sluiced into one box while the other is being hoisted and dumped.

For discharging seiners, rope brailers with pursing rings and a trip block are provided.

Fish may be received on either side of the vessel, and are dumped into hoppers fitted with sloping bottoms and gates for regulating the flow of fish to the sorting belt, which is reversible so fish can be handled from either side to any bin.

When it is desired to sort-out salmon for freezing, they are pulled off the forward end of the belt, sliding into three steel fish bins serving that department.

Fish for canning are sorted into five steel bins. These are constructed of welded steel, with rounded



Cargo Deck Plan of the NEVA

27. Cold storage room, particularly for ice storage.

27A. Ice crusher.

28. Cold storage and glazing room.

29. Elevator.

30. Cold storage and cargo hold.

31. Sharp freezer.

32. Cold storage and cargo holds.

33. Casing unit.

34. Case sealer.

35. Portable gravity conveyor.

36. Collapsed can reformers.

37. Flanger.

38. Double seamer.

13A. Dumb waiter for can ends and salt.

39. Sacked salt storage.

40. Folded carton storage.

41. Machine shop and supplies.

42. General stores.



Quality Always

FOR many years, the canned salmon industry has utilized its resources to give consumers a better product, constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.

South Bellingham, Washington

"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

corners. Sides have broad corrugations pressed in to provide stiffness without sacrifice of sanitation and efficiency in cleaning. Bins are painted with Amercoat for protection against corrosion.

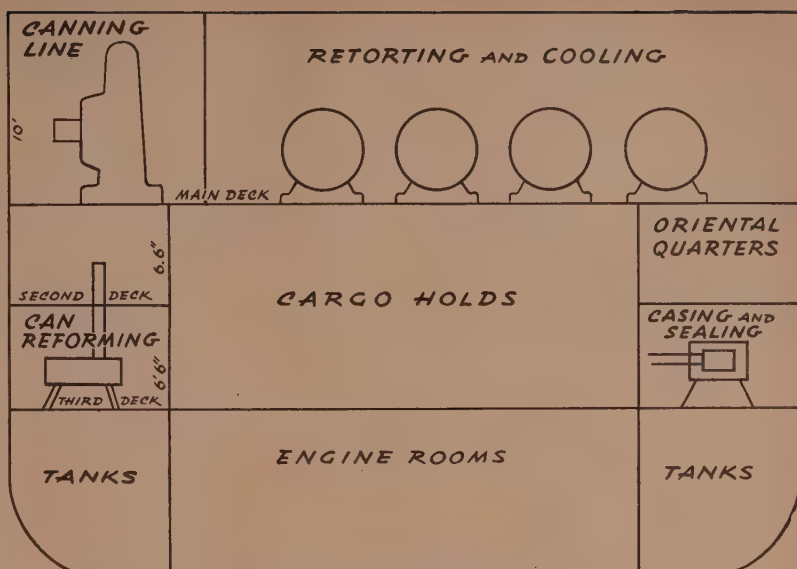
Cannery fish bins occupy a "mezzanine" position above the freezing department's fish-handling floor. Gate-opening device on all fish bins is unusual and deserves a word. Two sections of used roller chain each about a foot long are welded to the face of the door, serving as racks to be engaged by the teeth of two half-circle sprockets. A lever is attached to the sprocket shaft permits the door to be controlled positively and with little effort.

Salmon drawn from any of the bins are distributed to the Iron Chink hoppers by belt, which may be operated in either direction. Concrete flooring was laid on the steel deck throughout the entire space devoted to fish packing.

There are two Iron Chinks, coupled with Indexers, and set in 'thwartships position. Dressed fish go to a transverse sliming table and thence to the canning line, running aft along the port side.

Canning machinery is a conventional American Can Co. 1-lb. tall high-speed vacuum line, consisting of cutter-filler, patching section, clincher, seamer and can washer; followed by a cooler loader. Can ends and salt are delivered to the vacuum machine station by "dumb-waiter" from storage space below. Canning machinery drive is a shaft and belt system powered by a steam turbine.

A glimpse in *Neva's* wholly modern radio "shack," with the operator working the Radio-marine triple-frequency equipment.



CROSS SECTION THROUGH NEVA

This cross-section sketch of the *Neva* is designed to show the general arrangement of the interior spaces of the vessel, and the principal functions located in them. The sketch does not represent a section of the vessel at any one station.

Salmon Cannery — Cooking and Cooling

Neva is equipped with welded-wire coolers manufactured by Pacific Wire Works Co., and stacked 7-high on the retort cars.

Processing is done in four six-car Reid Boiler Works double-ended retorts with quick-opening doors. Process is entrusted to Foxboro instruments in a fully automatic system, which regulates and records temperature and controls the length of cook as well.

Special attention in planning was given to the matter of fresh water economy and the cooling of processed salmon—two of the hurdles on which some of the earlier floating cannery ventures stumbled.

For example, special effort was made to close the steam circuit to wring all the usable heat out of it. Process cooking of salmon is done with exhaust steam from the turbines, which operate at 150 psi., with 20 psi. back pressure. (Retorts are also connected with high-pressure steam lines in case sufficient exhaust steam is not available for processing.)

The only fresh water run to waste in operation of *Neva* is the condensate from the retorts—and this is not wasted until it has given up its heat to the boiler feed water.

Retort operating practice on *Neva* calls for simple blow-down after cooking. Lye washing is dispensed with.

Fresh water cooling being impracticable on a floater, due to the excessive requirement for water, every effort has been made to provide air cooling adequate under any conditions. The entire space forward of the retorts is fitted with rails, raised above the steel deck for air circulation beneath. The starboard side of the cooling room is fitted with doors which are raised at the bottom for admission of air. On the opposite side of the room is an uptake in which fans can later be fitted if necessary.

The main hatch of the vessel opens through the cooling space. The hatch cover has been fitted with removable trackage to permit use of this area for cooling when the hatch is closed, as it is normally when packing is in progress.

Capacity of the cooling room is approximately 3,500 cases, a maximum day's run. In the forward outside corner of the cooling area, to which all cars are converged by means of transfer tracks, is a Standard-Knapp cooler-dump and disc can-aligner, from which the cans pass to the warehousing department below.

Coolers and retort cars are returned to the cooler—loaded at the end of the can line by a length of special track.

Salmon Cannery—

Warehousing and Can Line

From the cooler-dump and disc feed table, the cans pass by zig-zag



Key men in *Neva's* operational aspects—Capt. Invald Sorensen, master of the vessel, in his pilot house on the left. Reading to the right: S. G. Tarrant, Pacific American Fisheries vice president and general superintendent; Ralph Berglund, director of P.A.F. division of technology and research; Erwin Hube, superintendent of the cannery-freezer ship.

chute to the casing line, located in the wing space of the third deck, starboard.

Storage space for 30,000 salmon cases in folded condition is located in the wing space forward of the can delivery chute. Thus cases and cans meet at the casing machine without confusion, the cans from above and the cases from forward.

Casing and case-sealing machines are of Standard-Knapp manufacture, and were supplied by Mailler Searles, Inc.

From the discharge end of the case-sealer, cans run by gravity conveyor through a doorway into the cargo space. There the cases are raised by inclined belt and delivered by additional gravities to any point in any of the cargo holds. These holds are all refrigerated, but that will be discussed with the refrigerated features of the plant.

Normal canned salmon storage

capacity of the vessel is figured at about 45,000 cases, with the possibility of storing another 5,000 cases by utilizing all space practicable.

Can-forming department is located in the port wing space on the third deck, approximately opposite the casing line. This consists of a normal American Can Co. 1-lb. tall collapsed can line with two reformers, a flanger and seamer. In order for the can line to go into the space available without cutting into the vessel's framing, it was necessary to shorten and alter the standard lengths of cable conveyors and runs.

Collapsed cans are stored in one of the cargo holds immediately adjacent to the re-formers. A machine shop occupies the wing space forward of the can line.

Re-forming line elevators penetrate the second deck, where there is an interesting feature typical of the kind of forward-thinking which

went into *Neva's* conversion. On the second deck, between the can forming line and the canning line, is a take-off station where formed cans may be removed from the conveyor and stored in the second deck wing space forward. It is planned to maintain a reserve of 3,500 cases (a full day's run) of made-up cans against forming line emergency.

Freezing and Refrigeration — Compression, Absorption

Refrigeration aspect of *Neva* is extraordinary in that two totally different principles of refrigeration are employed in independent, but integrated, systems.

For example: *Neva* is equipped with three Worthington duplex ammonia compressors, two 9x9" and one 6x6" for a normal ammonia-compression refrigeration system.

At the same time, she carries a 30-ton Latta Brothers Engineering &

Looking both ways along the *Neva's* canning line—On the left, with the American Can Co. fish cutter-filler in the foreground, looking aft. On the right, looking forward along the line against the flow of cans from the Canco vacuum seamer in the foreground toward the filler.





Captain Mike Cuscito of the M.V. SEAFARER

Captain Sal Alioto of the M.V. COMMANDER

...from Sperry Magnetic Compass Pilot



Captain Sal Alioto of the tuna clipper COMMANDER says he gets "perfect performance" from the Sperry Magnetic Compass Pilot. And... using the instrument on two 120-day voyages—Captain Mike Cuscito of the M.V. SEAFARER reports...

■ "I can recommend this Magnetic Compass Pilot without reservation. I would also like to add that on a previous voyage we rode out a

storm in the Gulf of Lower California, and used the Magnetic Compass Pilot at all times and it functioned perfectly with a following sea."

■ AUTOMATIC STEERING gets a rigorous "work-out" on these ships, owned and operated by Al Davis, since their fishing operations range as far south as Peru. They stay out a minimum of 60 days for the bigger haul. And they encounter weather and seas that tax the resourcefulness of the skilled navigator.

■ But regardless of conditions... the Magnetic Compass Pilot follows the set course automatically... saves time to, from and on the fishing grounds. It frees more men for fishing. And with the remote controller—permitting steering from any part of the boat—the Captain can supervise the fishing operation.

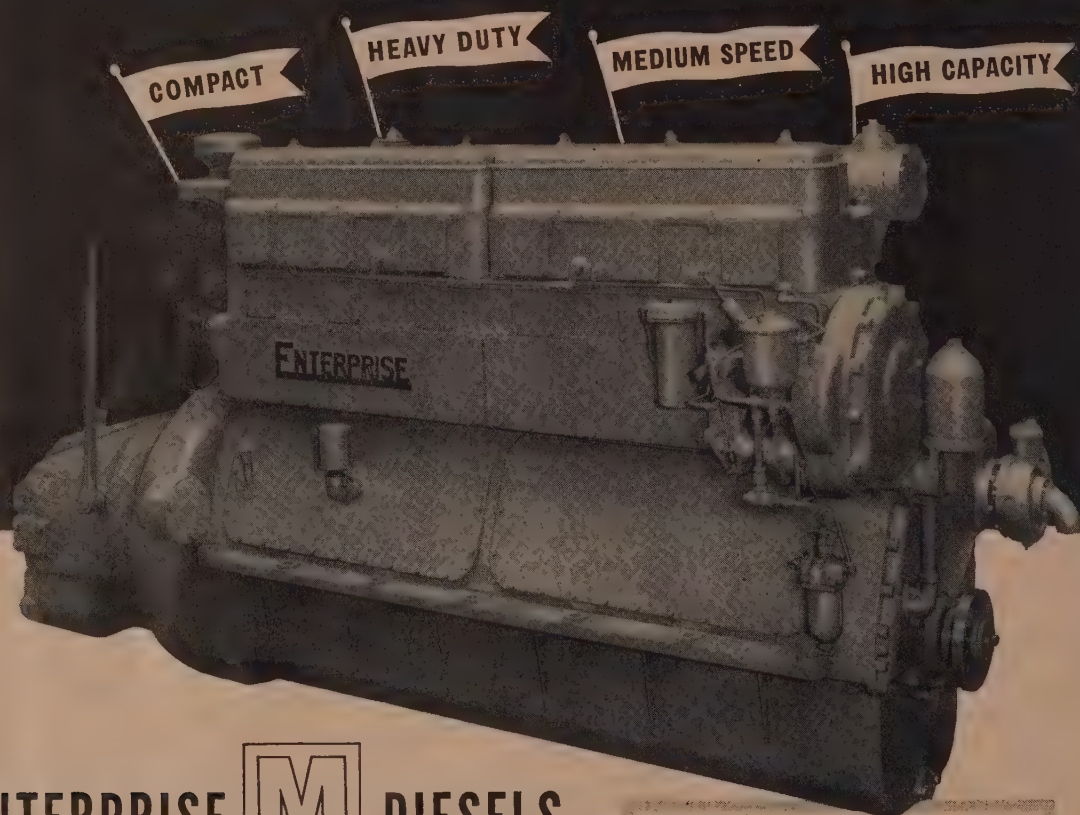
■ Every Pilot is backed by Sperry's dependable service. Our nearest district office will be glad to give you additional information.

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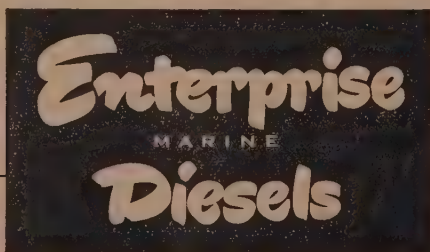
Now in production after more than four years of actual installation and performance testing, the completely new M engines in 3, 4 and 6 cylinders are available for economical, heavy-duty service in all types of commercial vessels. Small, compact and medium weight, these units deliver 68 to 240 BHP at conservative speeds, of 450 to 750 RPM. They are WORK engines, designed for thousands of hours of demanding service at low cost, with minimum maintenance and servicing requirements. When you compare, feature for feature, you're sure to make your next diesel a medium speed, high capacity Enterprise M engine—for years of the smoothest sailing you've ever enjoyed.

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Equipment installations in *Neva's* third deck wing spaces—On the left, a portion of the American Can Co. reforming line, looking from the flager toward the two reforming units. On the right, The Standard Knapp casing and case-sealing line on the starboard side, looking aft.

Refrigeration Co. "absorption re-frigeration machine."

Either of the two systetms can be used for refrigerating any of the vessel's spaces, although under usual operating practice it is planned to utilize the low temperature abilities of the absorption system on the sharp freezers.

The absorption machine was developed by George Henderson of Seattle. It applies a long-known re-frigerating principle by which ammonia gas is absorbed in water, and then driven off as a high density hot gas by heating the water. The hot gas passes through a condenser, where it is chilled and liquified. The liquid ammonia is permitted to expand into the coils, producing the refrigerating effect.

In other words, the system uses heat to produce a hot gas which can be condensed to a liquid; rather than using power in the usual manner. It uses the absorptive property of water, rather than a mechanical compressor to reduce the gas to small volume.

Advantages are claimed for this form of refrigeration system where power costs are relatively greater than heat costs. It is claimed further that extremely low temperatures can be achieved by this method without excessive investment in machinery.

Technical problem, in operation of an absorption system, as distinguished from economic considerations, is to prevent water vapor being carried over from the absorption vessel with the hot ammonia gas.

This in the past has proven a particularly vexing problem in floating installations, but Mr. Henderson believes he has mastered it in the Latta equipment.

The *Neva* installation is understood to be the largest such absorption system afloat, although there are numerous large units in oil refineries and chemical plants. Other installations in the fisheries include Whiz Fish Products Co. at Kodiak, and Washington Fish & Oyster Co. at Port Williams.

The absorption system aboard

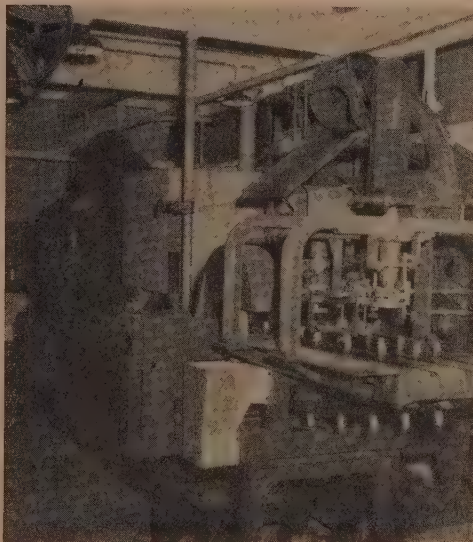
Neva, operating in parallel with a conventional compression system, is expected to afford interesting information as to comparable costs and effectiveness.

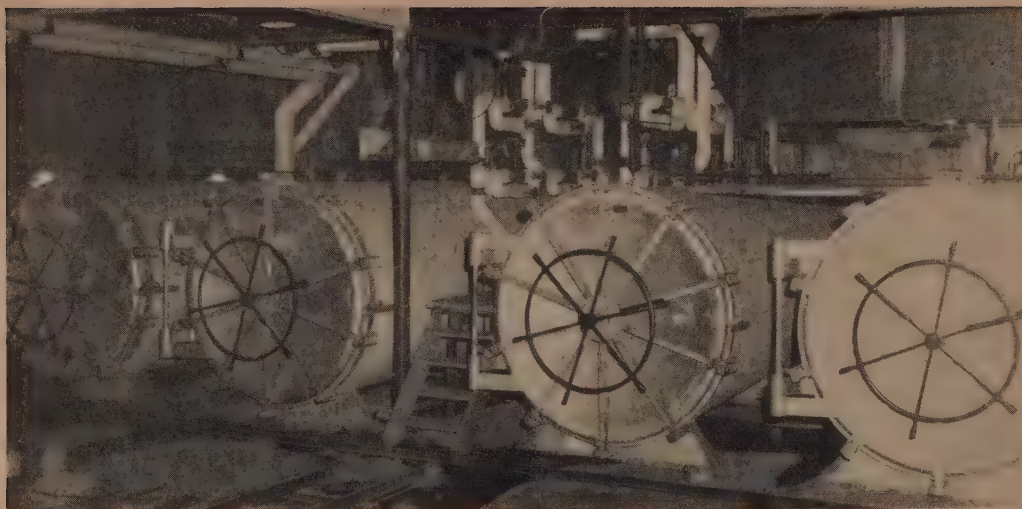
Freezing and Refrigeration— Sharp Rooms and Storage

Freezing capacity of *Neva* is figured at 40,000 lbs. daily of salmon or halibut.

There are three sharp rooms, two in the forward extremity of the house on the main deck and one on the third deck. All are fitted with

Neva's two Indexer-fed Iron Chinks are pictured on the left. The right photo shows the Standard Knapp cooler inverted and can aligner, with the cooling room tracks for retort cars shown in the foreground. Cooling the processed salmon is a critical point in floater operation, and in *Neva* great care was exercised to provide adequately for this important step by air cooling means and adequate space.





Neva's battery of four doubled-ended Ried retorts, seen from the discharge end. The setups in the middle foreground lead to the retort man's station, where four Foxboro instruments record and control the time and temperature of the process cook. The plexus of insulated steam lines about the station involves Neva's water and heat saving system.

square pipe, covered by metal plates for maximum metal contact. Air temperatures in the sharp rooms under operating conditions can be had as low as -50° F.

Frozen fish storage capacity of the vessel is calculated at 2,000,000 lbs., utilizing the sharp freezers and glazing room; or about 1,800,000 lbs. in the main cargo storage compartment.

As mentioned previously, all cargo space in the vessel is refrigerated, although that used for canned salmon storage of course will not be chilled.

Sharp rooms are insulated with 10" corkboard. Frozen storage rooms carry 5" corkboard top and bottom, and 8" Fibreglas on the sides, where metal surfaces are available as water vapor barriers.

Refrigeration installation was contracted by Harris Ice Machine Co.

Freezing and Refrigeration — Operation and Methods

The fish bins into which salmon for freezing are pulled from the sorting belt are on the main deck on either side of the vessel's forward hatch. Cover of this hatch is of steel, flush with the deck, forming a part of the fish house floor in normal operation.

Immediately forward of this hatch are the two main deck sharp freezers.

Abaft the hatch the fish house widens to the full 50' beam of the vessel. Separating the freezer fish house from the cannery is a row of four bins in which fish may be held temporarily in ice.

Salmon for freezing are drawn from the bins through gates onto tables for hand butchering. They are then wheeled into the shelf freezers in monkey wagons, or held in crushed ice until they can be accommodated.

Provisions for handling halibut differ somewhat from those for salmon.

When halibut is being received it will be lowered through the hatch in the housetop directly to a removable grading table placed on the steel hatch cover referred to above. There the halibut will be headed and graded for size into monkey wagons for weighing and transport to the freezers. Sides of the heading table are hinged so they may be dropped to provide passage for the monkey wagons to the sharp freezers.

The main deck fish house is also with a freight elevator to carry frozen fish from the main deck sharp freezers to the third deck for glazing and storage; or dressed fish to the third deck sharp freezer.

Fish are pulled from the shelf freezers directly into expanded metal baskets riding on caster trucks. These baskets are taken to the glazing room immediately below the main hatch and adjacent to the elevator. There the fish are glazed by dipping basket and all into the fresh water glazing tank. The basket is then wheeled into a refrigerated cargo hold, the fish removed and stowed. Thus there is no manual handling of the fish from the time they are pulled from the freezing plates until they are stacked in frozen storage at 0° F.

Fish bin details on Neva: Shaped steel cannery fish bins, Amercoat painted are shown on the left. Pressed-in channels provide stiffness without impairing cleanliness. On the right is one of the cold storage fish-dressing tables, showing the chain-and-sprocket controlled gates.



"Sun Beam" HEADS FOR TUNA

with NORDBERG
DIESEL POWER



The tuna seiner *Sun Beam* is owned by Mike Ellich, in partnership with Dominic Raki and the Westgate-Sun Harbor Co., San Pedro, Calif. The re-engine job was done by Todd Shipyard.



Sturdy 100-ft. seiner repowered with NORDBERG REDUCTION GEAR ENGINE

THE *Sun Beam* presents an example of the way in which a Nordberg engine with reduction gear drive improves over-all vessel performance. In this case, the repowering job was efficiently handled with an 8-cylinder, 4-cycle Nordberg Diesel Engine swinging an 82" x 60" propeller through a 2½ to 1 reduction gear. Delivering 600 h.p. at 680 r.p.m. — this means 270 r.p.m. at the wheel — for a boat speed of 10½ knots. This combination has resulted in appreciable savings in fuel and lube oils and improved maneuverability . . . all with the complete dependability of an engine and reduction gear unit built for heavy duty service.

For full details, send for your copy of Bulletin 154.

NORDBERG MFG. CO.
Milwaukee 7, Wisconsin

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NORDBERG

DIESEL ENGINES





One of *Neva's* main cargo holds. Note that it is refrigerated, so it may be used for storing either canned salmon or frozen fish. The room is 12' high, and the door on the left is one third of the distance from the far end. A similar room is seen beyond. There are three other smaller cargo holds.

Neva is not equipped to manufacture ice; but a stock of 100 tons of block ice for use in the fish house and to serve fishing vessels will be carried in the forward refrigerated hold. This can be drawn by gravity to an ice crusher located below the third deck. Crushed ice is delivered by a vertical worm to the top of the house for gravity distribution to boats or the fish house floor.

Freezing and Refrigeration — Integration With Cannery

Although *Neva* is designed primarily to operate *either* as a cannery or a fish freezer—and on occasion coincidentally—normally there is no relationship of consequences between the operations of the two divisions.

Under some circumstances, however, the vessel's refrigeration facilities can be employed as an adjunct to her salmon canning function.

For example, in times of flush fishing deliveries may exceed slightly the daily capacity of the cannery. In this case limited quantities of excess fish may be held in crushed ice, or placed in one of the storage holds overnight, or until they can be handled.

At times of heavy fishing deliveries might require the freezing of fish for holding until such times as they could be accommodated in the cannery. Sharp freezer capacity gives *Neva* the ability to handle some 20 tons of fish daily beyond the capacity of her cannery department.

"Neva"—Something New In Fisheries of the North

So this is *Neva*, an enterprise which brings something new to the fisheries of the North. Named for a lake above Excursion Inlet, she went to Excursion Inlet for her first station.

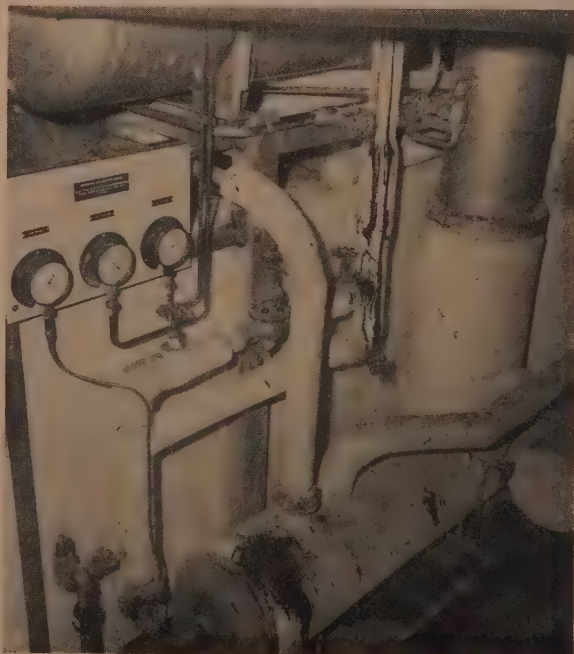
The fisheries have had floating canneries before—and floating freezers; but not before have they seen a ship which is at once both a salmon cannery and freezer, conceived by conservative, successful operators, and outfitted to the high-

est standards of technology and engineering.

Neva pioneers new fields in the fisheries, entering them as a versatile plant, capable of canning and of freezing, wholly versatile in her physical capabilities. Moreover, *Neva* has the mobility inherent in a floating plant, permitting her to operate where and when the opportunities appear most promising.

She achieves this versatility and mobility without serious sacrifice of effectiveness—an achievement which can be credited to careful planning, seasoned by long experience.

Neva's absorption refrigeration machine is pictured here—a solid unit of tanks and pipes, with a pump its only moving element. The system, which provides most of the vessel's refrigeration, operates on the principle of absorption of ammonia gas in water rather than mechanical compression. This is believed to be the first time a unit of this size has ever been installed afloat.



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reduction gear ratios available for each, plus Vee Drive with two reduction gears, Chrysler power can be tailored to the exact requirements of *more boats than ever!*

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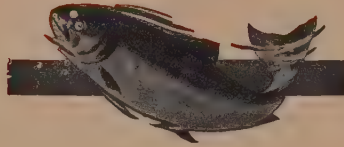
Type of Boat Owned _____

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FOOD FISH MARKETING

*News and Views of National
Trade in Fish and Shellfish*

High Cost of Low Volume Reflected in Salmon Prices

A scarcity market prevailed in canned salmon going into October—with it certain that the United States had the smallest stock of canned salmon in a generation.

High prices resulted, but they were influenced more by *high unit costs resulting from low volume* than they were from the fact that the supply was scant.

The cost situation this season differs from that usually encountered in canned salmon in that scarcity was general—virtually every operator experiencing excessive cost-per-case as result of scant volume.

Every season sees some operators in this position as result of short runs in their districts; but it is the *average cost of the majority of the pack* which makes the market.

This year virtually every district experienced subnormal runs, in some places amounting to virtual failure. This year the *average cost of the majority of the pack is very high indeed.*

This condition is reflected in current prices. No question this year about the high-cost pack having to sell at the same level as the low-cost pack. *This year they are all high cost.*

Early September brought quotations which could soundly be called "opening prices." Prior to that the mounting evidence of scant runs had made spot-price offers obsolete almost before wires reached the field brokers.

Pinks at \$24 presented a sharp contrast with the \$14.75 price which prevailed six months before. As far as that goes, the 1950 quality presented as sharp a contrast as did price. Certainly the character of the current offerings was "better-than-average."

The second week in September brought sharp action in primary market price-making.

A number of sales agencies announced their prices in the \$31-24-

21.50 range for Reds, Pinks and Chums.

Following close on these announcements came selling offers on a substantial block of around 60,000 cases of Pinks at \$22, with Reds ticketed at \$29 and Chums at \$20.

Other factors with a free-selling policy generally held the \$24 Pink price and accepted the \$20 figure on Chums, one of the most important sellers quoting such close prices as \$23.60 and \$21.10 for spot sales.

Virtually all sellers were on an allocation basis at presstime, some of them covering orders accepted earlier "subject to pack" at prices substantially below those currently realizable at spot.

First Army buying of any considerable quantity occurred early in September, when the Quartermaster placed emergency business covering some 26,000 cases, almost all Cohoe talls, at \$26.50. Subsequently bids were invited for 64,000 cases more of Reds and Cohoes.

Southern Sardine Men Cagey With Quotes

Southern California sardine canners weren't quoting future figures as this issue went to press. They were waiting for positive information as to price, and some idea as to volume.

There were no carryover sardine stocks in northern or southern warehouses and it was understood that Monterey-San Francisco canners already had disposed of what had been canned since the opening of the season there August 1. Monterey spot prices were \$4.50 for talls, \$6.50 for ovals.

In view of the active interest in the purchase of sardines by Belgium and Egypt and the indications that the armed forces might be taking sardines, too, it was apparent that Southern California canners could process considerable tonnage without inventory nightmares.



Max Robinowitz, Boston broker for Columbia River Packers Association's "Bumble Bee Brand" canned salmon, tuna and fish specialties.

SEATTLE PRICES

Openly quoted prices current at presstime, fob. Puget Sound Terminals.

Salmon—

Alaska Red, 48/1 tall	\$29.00-31.00
Alaska Red, 48/2	\$18.50-19.00
Alaska Cohoe, 48/1 tall	\$26.50-27.00
Alaska Cohoe, 48/2	\$15.50-16.50
Alaska Pink, 48/1 tall	\$22.00-24.00
Alaska Pink, 48/2	\$15.00
Alaska Chum, 48/1 tall	\$20.00-21.10
Alaska Chum, 48/2	\$12.00
Puget Sockeye, 48/2 h.f.	\$21.00
Puget Sockeye, 48/2 m.f.	\$20.00
Puget Sockeye, 48/4	\$12.00
Puget Cohoe, 48/2 h.f.	\$16.00-16.50
Puget Cohoe, 48/2 m.f.	\$15.50
Puget Cohoe, 48/4	\$ 9.00
Col. Riv. Chinook, fcy.	\$21.00-22.00
Do, choice, 48/2	\$17.00
Do, standard 48/2	\$14.00

Tuna—

Albacore, fancy, 48/2	\$17.00
Albacore, flakes, 48/2	\$12.00-13.00
Blended flakes, 48/2	\$ 9.50

Crab—

Pacific, 48/2	\$25.00
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Clams—

Razor, 48/2	\$14.85
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Oysters—

Pacific, 48/2	\$17.00
Pacific, 48 buffet	18.00
Pacific, 48 E.O.	20.00
Pacific, 48 tall	28.00

Frozen Fish—

In carloads, fob., Seattle	per lb.
Halibut, large	33c
Halibut, medium	33c
Halibut, chickens	30c
Salmon, King, lg. red	49c
Salmon, King sm. red	44c
Salmon, Silver	42c

California Sardine Market Uncertain as Fish Decline

With no sardines being landed in any quantities to speak of during the September dark in either San Francisco or Monterey, uncertainty marked the market.

It was said by observers that of the 29,000-odd cases packed in San Francisco during the first dark, some 75% was sold in domestic markets, with a strong demand for it yet unfilled. However, despite the domestic demand, packers appeared to be unwilling to take on further commitments, for they have not yet caught up with back orders.

One large Monterey packer is reported to have said that he was a month behind orders, provided there was a reasonable catch. Already buyers are placing orders subject to pack with southern California canners, feeling that they should protect themselves with the situation as it is in northern and central California.

The consensus at presstime was that the situation could change overnight, should Monterey and San Francisco get some fish. All northern California packers were withdrawing from the market due to the exceedingly poor fishing and with increase in labor costs of 12c per hour, increase in tomato sauce from \$3.75 to \$4.95 per 5-gal. can, increased shipping case cost, prices will undoubtedly be higher for any California sardines.

Southern California packers starting their season Oct. 1 were reported not to have named their prices yet, but with a good domestic demand, and also an export demand, the price of southern California sardines will undoubtedly be higher than last year, according to informed sources.

Oceanic Freezership Unloads Tuna Cargo at Astoria

A cargo of 1,300 tons of Peruvian tuna was discharged at Astoria early in September by the converted LST freezership *Oceanic V* for packing at the Van Camp Sea Food Co. cannery there.

This shipment supplements a number of smaller consignments which have been received by the Van Camp cannery at Astoria on intercoastal freighters.

Buyers Accept Price Hike In Good Grace

Robert E. Mann of William A. Mann & Sons, Boston brokers of canned food products, visited the packing operations of some of the firm's principals in Southeast Alaska and on the Columbia River at the end of the salmon season.

After a brief call in Seattle, he went north to Ketchikan to see the operations of the Wards Cove Packing Co.; and later visited Astoria to see the cannery of the Union Fishermen's Cooperative Packing Co. in operation.

Mr. Mann said that Boston-area buyers had accepted the mid-season price advance on Columbia River goods in good grace, virtually every customer accepting a portion of the price hike on unshipped orders without complaint. The advance followed when a 4.5c price advance Aug. 10 was made retroactive to the first of the season.

He said that New England chains had stopped buying Russian crab meat ever since the Atlantic coast longshoremen had refused to unload it.

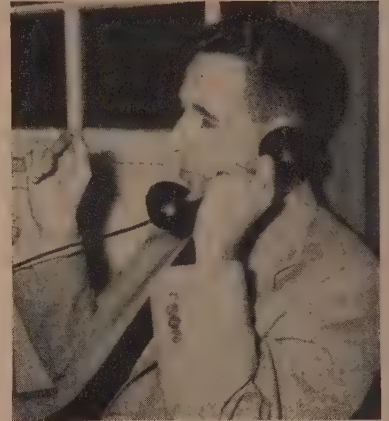
As a peculiarity of his market, Mr. Mann cited the fact that Massachusetts, Connecticut and Rhode Island would take Sockeyes and Bluebacks in halves, but that Maine, Vermont and New Hampshire would have red fish only in tails.

Chinooks, he finds, have been losing some of their popularity to the redder Sockeyes in the Boston market, which seems to show a progressive preference for height in color.

Japanese Fish Exporter Visits American Markets

N. Tatsukawa, who has been trading with the United States in Japanese fish products more or less continuously since he first visited the Pacific Coast in 1902, has been spending some time in Seattle with his American agents, Barclay and Company. He expects to visit principal fishery products markets on both coasts.

The recent trading of International Marine Products Co., of which he is president, have been featured by dealing in frozen swordfish and froglegs for New York and Boston, and frozen Albacore and Skipjack for Pacific Coast canning.



Emory Saddler, newly-appointed sales manager, canned fish division, Parrott & Company, with headquarters in Los Angeles. Mr. Saddler, who hails from San Francisco, took over his new duties following the resignation August 15 of Ed W. Chapman, Jr. Principal canned fish handled by the brokerage firm is the tuna, mackerel and sardine production of Pan-Pacific Fisheries, Inc., Terminal Island.

JOE MACHADO, skipper of the *Espirito Santo*, sister clipper of the *White Star*, continues to break his own tonnage records. Recently he came to Van Camp's at San Diego with a hailing tonnage of 510 tons, one of the largest fares for a straight hook-and-liner in history.



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Improved Packaging Aids Shrimp Sales, Says Stamm

According to Paul C. Stamm, one of the partners in the firm of Stamm-Schulman and Company, new methods of packaging, new types of packages together with the use of colorful printed overwraps for consumer appeal have greatly increased the demand for shrimp, especially in areas where fresh and frozen shrimp was previously hard to obtain. Another factor in the increased demand for shrimp has been the addition of more descriptive material regarding methods of preparation and handling of packages as a means of consumer education.

One of the latest developments in making shrimp easily available for family and restaurant use is frozen breaded shrimp. By pre-packaging shrimp that have already been cleaned and breaded before freezing, all of the work of preparing shrimp dishes has been practically eliminated. In addition, there is a greater demand for frozen cooked, peeled and deveined shrimp ready for cocktails and salads at a moment's notice.

This year, he says, is setting new records for sales of all types of frozen shrimp because the acceptance of shrimp as a delicious tasting, health giving food is growing every day.

San Francisco Prices

CANNED SARDINE prices indicated, but not openly quoted, subject to pack, f.o.b., San Francisco, at presstime for this issue:

Package—	Price
15-oz. tall, natural	\$4.50
15-oz. tall, t/s	\$5.25
15-oz. oval, t/s or m/s	\$6.25-6.75
5-oz. nat., 100	\$5.75
5-oz. t/s, 100	\$6.25
8-oz. buffet, 48	\$3.90
8-oz. flat, 48	\$4.75

Packing Products Moves

Packing Products Co., New York City, announce removal of their offices to 82 Wall Street, where their telephone number is WHitehall 3-6200.

WALTER ENGLISH, Walter English Co., Columbus, Ohio, canned food factors, was in San Francisco last month conferring with canned fish packers. Another visitor to the California canned fish trade was R. E. Mann, Wm. A. Mann & Sons, Boston, Mass.

TUNA RETAIL SALES PACE EXCEEDS ENTHUSIASM OF WHOLESALE TRADE

Retail sales of canned tuna throughout the country continued at a high level in early September, although wholesale buying slackened off following the splurge of war-scare purchasing. Consumers were taking canned tuna off food store shelves in such a satisfactory way as to put the industry volume, generally ahead of last year.

Southern California packers had removed the last restriction from their fleets, and high seas fishing was in top production from Mexico to the Galapagos Islands. It was becoming apparent packers would sell more tuna in 1950 than in any previous year in history.

Heavy purchases by the wholesale trade had skyrocketed sales graphs of the product in sales managers' offices on the west coast in June and July, and these executives had expressed concern the "sales bulge"

might be entirely wiped out by slack fall orders, putting the industry about where it would have been had the Korean war not started.

It was too early in mid-September to accurately judge, but apparently their fears will not be realized, and business will be at least normal and probably above, for the balance of 1950.

The Japanese were hurrying all the canned tuna possible, particularly White Meat, into this country because the December 31 deadline for increase of duty to 45%, against the present 22½%. Japanese producers were making a fight against the increased duty, and in this were receiving support from an association of exporters and importers along the eastern seaboard. Japanese White Meat, Fancy, was said being quoted in the east at from \$15 to \$15.25. Very small parcels of Light Meat were arriving, with \$13 the general quotation.

Southern California packers did not altogether credit the present international situation with increased demand for canned tuna. Producers like Van Camp, French Sardine and Westgate-Sun Harbor and others feel their nationally advertised campaigns are largely responsible.

Never at any time in tuna's nearly 50 years of production has it been brought to attention of millions of potential buyers as in 1950; and in every media, newspapers, magazines, radio and television and point of consumer sales appeal.

Southern California Canned Fish Quotes

Quoted f.o.b. cannery at presstime.

TUNA

Advertised Brands:

White Meat, Fancy	\$16.50 to \$17.00
White Meat, C & F	\$14.50
White Meat, Grated	\$12.00
Light Meat, Fancy	\$15.25
Light Meat, C & F	\$13.00

Private Label:

White Meat, Fancy	\$15.25
White Meat, Standard	\$13.75
Light Meat, Fancy	\$13.25 to \$14.50
Light Meat, Standard	\$12.25 to \$12.75
Light Meat, C & F	\$11.25 to \$11.75
Light Meat, Grated	\$10.25 to \$10.75

MACKEREL

Pacific tall/48	\$ 6.25 to \$ 6.50
Jack tall/48	\$ 5.75



COLUMBIA RIVER PACKERS ASSOCIATION, INC., ASTORIA, OREGON



Marine Products Company celebrated its 10th year in the development of the Mexican Pacific Shrimp fishery, August 18, with a party at San Diego for its large organization, business friends and associates. Shown here are, center, Lucian K. Small, president. Next to him: Gil Kuhn, assistant to Mr. Small; Ramon Diaz Perez, president, Mariscos Congelados del Pacifico, Guaymas; and Myles Reinke, Reinke & Amende, Los Angeles, pioneer brokers of the firm's "Ocean Garden" fresh frozen shrimp. To the left of Mr. Small is Jack Ellis, coordinator between the Marine Products and its parent concern, Wilbur-Ellis Company; then Assistant Chief Engineer Norton and Comptroller H. C. Dudley. Standing behind Mr. Kuhn is Joe J. Camillo, head of J. J. Camillo, San Diego distributor of "Ocean Garden" shrimp in San Diego since 1941.

Competition of Cannery Keeps Frozen Salmon Supply Scant

Prevalence of record high prices for canned salmon are expected to result in cannery bidding which will make it difficult to get up a substantial pack of frozen Falls and Silvers.

One important freezer estimated that it would be necessary to get at least 30c per lb. for frozen Falls if they were to be bought in competition with cannery getting \$21.50 per case for canned Chums.

Frozen King and Silver salmon packed during the summer period is reported scarce in supply and subjected to excellent demand despite high prices. Such salmon are quoted in carloads, Seattle, at 49c for large Kings, 42c for medium Kings and 42c for Silvers. At the same time, current buying of troll salmon at presstime showed as much as 52c being paid for large red Kings, dressed head-on. Small Kings were selling as high as 42c, and Silvers in large quantity were bringing 37c and better, some selling just under 40c.

Take the head off fish of this sort, which ups the cost 8%, freeze, glaze, store, box and load them, and you have some pretty high-priced property.

Mild Cure Pack Holding Close to "Normal" Level

Best-informed students of mild cured salmon production reported

that the pack had barely gone above 10,000 tierces by the end of August, with September curing scant and the Alaska troll season closing Sept. 20. Accordingly, they did not feel it possible that the season's pack would reach 11,000 tierces.

In common with other goods of quality, mild cured salmon at presstime was reported selling satisfactorily, despite high prices. The principal trading season for mild cure lay just ahead, but primary market factors approached it with confidence, counting on a continuance of interest.

Halibut Selling Fast, Almost Too Readily

Leading packers of frozen halibut late in September reported that buying of this product was progressing at a pace almost too fast for comfort. They were beginning to worry about supplying good customers next spring, so steady was the rate of withdrawals.

Truth to tell, halibut priced at 33c per lb. for medium and large and 30c for chickens looked pretty cheap alongside of many commodities; and the trade evidently was not missing the implication; or the fact that military buyers were looking around.

Fish Corporation Names Export Sales Manager

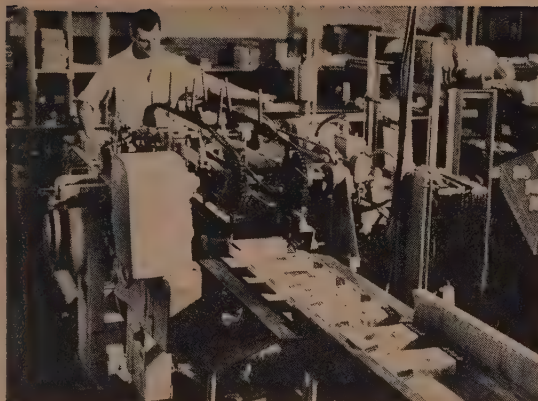
H. E. Massie has been appointed export manager for Southern California Fish Corporation, Terminal Island, and assumed his new duties August 1. He has had 18 years' experience in the export business and his most recent connection was with Liberty Gold Fruit Company, San Francisco. Recently he returned from an extensive trade survey of Central and South America.

Pelican Nearly Doubles 1949 Halibut Landings

Halibut landings at Pelican, Alaska, during the 1950 fishing season nearly doubled those of the preceding season, according to P. S. Ganty, manager of the Pelican Cold Storage Co.

Prices paid at Pelican averaged out about the same as those paid at Sitka and Juneau; and the Pelican landings are believed by Mr. Ganty to have exceeded those at Sitka. Pelican deliveries exceeded Juneau during most of the season, but the capital city closed strong and took the lead.

DR. MAURICE RATRAY JR., son of the managing director of Anderson & Miskin, Ltd., canned fish exporters, in September became an assistant professor of oceanography at the University of Washington. He recently received his doctorate in physics from the California Institute of Technology, where he specialized in hydrodynamics.



Model FF in plant of
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wrap their fish on
our Model FF machine

The packaging of frozen fish has grown by leaps and bounds—and the machine that is meeting wrapping requirements from coast to coast is our Model FF. This machine is quickly adjustable for a wide range of sizes, wraps at speeds up to 100 per minute, and can be equipped with electric-eye registration for printed material. Built with important parts rust-proofed and easy to keep clean. Packages can be wrapped before or after freezing.

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Sardine Sales Pattern Changes

Canners Deal with Boat Owners; Crews Paid Piecework

Cooperative selling of sardines to canneries is to be tried out this season in Southern California, and at presstime for this issue at least three Terminal Island sardine canners had entered into a fish purchase agreement with the Fishermen's Cooperative Association, which was to act as the agent of its members during the sardine season which opened October 1 in Southern California. The canneries signed up include Van Camp Sea Food Co., French Sardine Co., and California Marine Curing and Packing Co.

The Cooperative, representing more than a 100 purse seiners, was operating under a new Cooperative Marketing Contract between Co-op and "producer" or boat-owning members of the association. The agreement had been signed by more than two-thirds of the F. C. A. members.

The plan first went into effect during the Northern California sardine season when production of Southern California member boats was sold by the Cooperative to the canneries in San Francisco and Monterey.

The same price which prevailed in the Northern California fishery—\$35 a ton—was understood to have been accepted by the three canneries with which the Cooperative is set to do business.

Canneries Order Fish

Under the Cooperative Market Contract, each cannery is to indicate to the Cooperative the tonnage it can accept from a night's fishing. That tonnage is then divided equally among the boats which are members of the Cooperative, and which fish for the cannery concerned. The contract, of course, covers only members of the Co-op; although there is provision in the contract for trading with producers who are not members of the Co-op.

Quoting from the Cooperative Marketing Contract, which was to function under the Fishery Cooperative Marketing Act (Public Law 464, 73rd Congress):

"Payment for fish catches delivered by Producer shall be received by Co-op from buyers of fish. From the amounts so received by the Co-op, the Co-op may deduct any

amounts due it from the Producer for goods sold or services rendered to the Producer as well as all accounts rendered to Co-op by other suppliers, which accounts are approved by the Producer. . . . The balance of said receipts shall be paid to producer as soon after receipt as is practicable."

Regarding limits, the Contract states: "The Producer agrees that the Co-op may from time to time impose limits upon the amount of fish to be caught by the said vessel and the producer agrees to govern himself by such limits. In this regard it is agreed that the Co-op may, at its option, delegate the authority to impose such limits to the buyers of fish to whom Co-op has directed that the Producer deliver his fish catches."

Crew Paid Piecework

Agreement between the Cooperative and the union crew members of boats fishing under the contract calls for payment of the crew on a piecework basis: so much per man per ton delivered, less his share of groceries, etc., and also less a fixed percentage of the operating costs of the vessel.

Following table gives the deductible percentage of gross expense and the piecework price per man per ton for vessels of various lengths and numbers in crew, not including the skipper:

Boat Length	Crew	Per Cent Deductible	Per Man Per Ton
85-100	11	5.083	\$1.771
	10	5.545	1.941
80-84.9	11	5.25	1.838
	10	5.727	2.004
74-79.9	11	5.417	1.895
	10	5.909	2.068
68-73.9	10	6.09	2.132
	9	6.70	2.345
60-67.9	9	6.90	2.415
	8	7.667	2.683
55-59.9	8	7.778	2.722
	7	8.75	3.063
50-54.9	7	9.00	3.15
	6	10.285	3.60

With some variation as to detail, this method of paying on a piecework basis is similar to that which has been used traditionally in the Alaska herring fishery, save that there the companies buying the fish make the payment direct to the crew members.

Southern California sardine fishing in seasons previous was carried on under the share or lay system of compensation to the crew. Under the new piece-rate basis for paying off the crew, fishermen calculated they would receive approximately the same amount as under the old "lay" system.

Pending in Los Angeles was the suit by seven Southern California canners against fishermen's unions and boat owners' organizations, on charge of illegal monopoly practices and an award of damages. Also pending was the arraignment of fishermen unions' officials by the Department of Justice, Anti-Trust Division, in Los Angeles.

San Francisco Fishermen Save Many From Wreck

San Francisco fishermen were highly commended by the Navy and Coast Guard for their work in rescuing survivors of the hospital ship *U. S. S. Benevolence*, sunk in a collision with a Luckenbach freighter just four miles from the Golden Gate Bridge last month in a heavy fog.

Among the San Francisco fishermen commended for their efforts were John A. Napoli, skipper of the 34' salmon troller *Flora*. John was coming back from the Farallones with 450 lbs. of salmon, and all alone. He was hailed by a Coast Guard vessel and told to look for survivors. John started looking around and suddenly there were so many they "looked like seagulls sitting on the water, so many heads all around."

John started pulling them on board the *Flora* and finally he had 24 of them aboard, including a priest, and a Navy nurse.

Among other fishermen who hauled in around 25 survivors apiece were Dominic Dimare with the *San Dominico*; and Dominic Tringale with his *Angie Frances*.

Todd Property Sold

Chris Spencer, Vancouver, B. C., has purchased waterfront property in Victoria from J. H. Todd & Sons, Ltd., for \$115,500. The area adjoins the Canadian fisheries department building.

CONFEDERATE COME-BACK!

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PROFITS LAID ON THE LINE! New, 8-cyl., 320 hp. Lister-Blackstone Model EPVMDR-8 about to be lowered onto engine bed of CONFEDERATE.

P.S. — The 8 hp. auxiliary is a Lister-Blackstone, too — naturally.

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The man who made up that old saying: "A friend in need is a friend indeed," must have had you fishermen in mind when he said that mouthful. For there's nothing like *dependable* netting that you can bank on when you need it the most. It's easy to see why PAULS NETTING has made so many friends in the fishing industry . . . because for good hauls and better profits, this quality netting is unsurpassed. So, whether you buy cotton seines, trap webbing or salmon gill netting (with the famous exclusive PAULS LOCKNOT feature) you get netting with knots machine-tied just right. See your PAULS DEALER today. He is prepared to offer you the most advanced and practical netting information available to the industry.

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Martinac Building Three 118-Ft. Tuna Clippers

Three big tuna clippers, 118' sisterships, are under construction at the J. M. Martinac Shipbuilding Corporation yard in Tacoma to designs by J. M. Martinac. He has patterned them somewhat after the successful clipper *Cape Beverly*, which he designed and built earlier this year—although of course the greater length of the three new craft has been projected throughout all their dimensions.

First of these vessels is building for Joe Correia and associates. It is to be powered with a 600-hp. Superior diesel engine, with twin General Motors Model 3-268-A diesel auxiliaries driving 100-kw. generators. Control equipment includes Sperry magnetic compass pilot and steering engine.

A second vessel is for Andrew Morthland and associates. It is identical with the Correia clipper in equipment.

Capt. Manuel Silva and his two sons are the owners of the third Martinac clipper, which differs from the others only in that her main engine will be a 600-hp. Enterprise diesel.

North Coast Albacore Run Fails to Revive

When the Pacific Northwest Albacore fleet drifted past the middle of September with no substantial uptake in fishing the tunamen generally were resigned to the usual Fall pattern of rapidly dwindling deliveries, with fishing found further and further to the south—and the first October gale writing "finis" to fishing for the year.

Trouble was that this tapering-off had started in the late summer, at a time when fishing usually is growing to its most productive period.

The bait boats didn't make their salt this season; and the Albacore jiggers who stayed with the fishery for the full period of the expected season found that early profits were largely dissipated in futile scouting at a time when the fish just weren't there.

Not since the rise of the North Pacific Albacore fishery in the late Thirties has fishing fallen off so early.

E. H. Stock, Stock & Goodfriend, formerly Messcher & Stock, Chicago food brokers, was on a trip to the Pacific Coast last month. While in San Francisco he conferred with Collins Bros. regarding canned fish.

Eight Men Drown In Accident at Chignik

Eight men were reported drowned Sept. 10 in Chignik Lagoon when the skiff in which they were traveling to Anchorage Bay to help work the motorship *Sailor Spilce* was swamped in rough water.

The men were employes of the Chignik Fisheries Co. Two men were saved. Names of those lost were given as: Robert Magnusen, 20, Kodiak; Martin Martin, Nick Olsen, Paul Ozhunan, Sam Shanigam and Frank Yagie, all of Chignik, and Max Carsten and Al Crisler.

Westminster Cannery Can First Salmon Since 1946

For the first time since the big Sockeye run on the Fraser in 1946, Westminster Cannery at New Westminster resumed salmon canning this season, with two lines in operation—one for quarter pounds and one for half flats. The tall line will not be active this year.

In charge of production at the plant is Bill Rennje, superintendent, assisted by John Mathers, son of Fred Mathers, manager of the company.

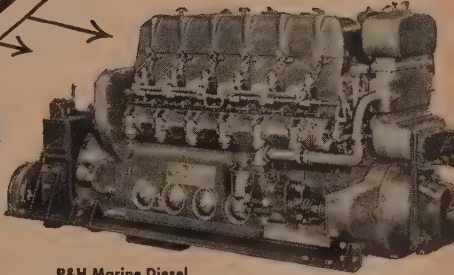


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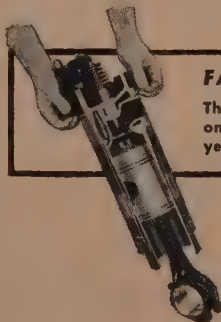
P&H Marine Diesel,
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The patented P&H Diesel cylinder head and liner assembly is replaceable only 40 minutes—without dropping the pan! By simply replacing these after years of service, you can have a virtually new engine.



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Model B, 60 h.p.



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"My Chief Joseph, powered with two Chris-Craft Marine Engines, is the first passenger vessel ever to run Hell's Canyon," writes Blaine Stubblefield, Weiser, Ida. "We travel Snake River 212 miles, Weiser to Lewiston, through this continent's deepest gorge and toughest rapids. We ship water, dousing the engines; run full-throttle in shallow mooring, churning gravel that chews our propellers; and gun the engines through 15-ft. swells. Yes, Chris-Craft Marine Engines are the world's best buy!"

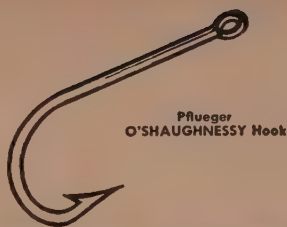
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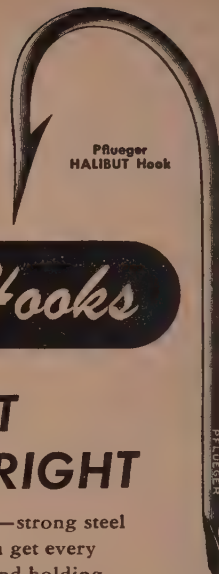
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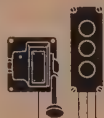
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C.I.O. Ejects I.F.A.W.A. And Its Parent I.L.W.U.

Long-expected ejection of International Fishermen and Allied Workers of America and its parent International Longshoremen's and Warehousemen's Union from the Congress of Industrial Organizations finally took place late in August.

The unions were thrown out of C.I.O. because of the tendency of their leadership to follow communistic doctrines in contravention of the established policy of C.I.O.

Formal ejection of IFAWA and ILWU occasioned no surprise, as they for some weeks have been in active competition with the C.I.O., notably in Alaska and on the Columbia River.

Between now and the opening of the 1951 fishing seasons there will be bitter struggles between CIO and its former subsidiary unions.

The August election conducted by the Columbia River Fishermen's Protective Union was announced by Henry Niemela, secretary, as resulting in an overwhelming vote in favor of affiliation with ILWU.

When IFAWA was absorbed into ILWU, the CRFPU membership split and the CIO chartered the group which withdrew rather than follow the Jurich - Kibre - Niemela leadership into Harry Bridges' camp.

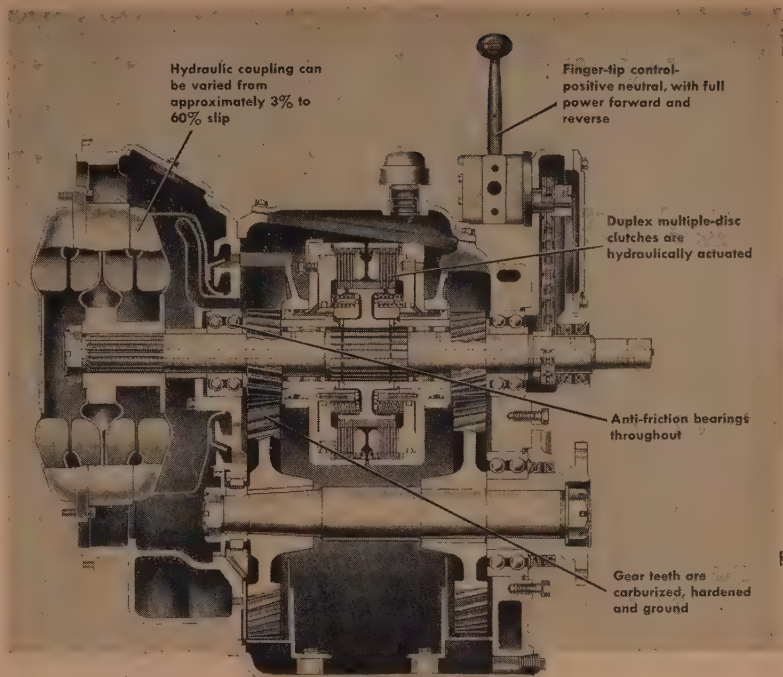
Leadership of the Alaska Fishermen's Union, largest component of the old I.F.A.W.A., which had been in the process of conducting a referendum on the question of its adherence to I.L.W.U., announced that the expulsion from C.I.O. automatically terminated any connection between the Alaska Fishermen's Union and I.F.A.W.A. or I.L.W.U.

Senators Ask Exclusion Of Fish From Duty Cuts

Twelve senators from both parties and both coasts in September asked President Truman to exclude fish and fish products from tariff reduction consideration at the Torquay Conference.

They wrote in part: "We are deeply concerned about the effect of the tremendous increase in imports of fishery products on our domestic fishing industry.

"These imports not only are threatening the well-being of the firms engaged in the handling, processing and distribution of domestically produced fishery products, but also are bringing hardship to the fishermen, vessel-owners, and the workers in the shore plants."



Now Hydraulic Drives for Boats, too!



The TWIN DISC MGH-220

Fouled-up engines and run-down batteries from hours of trolling are only two of the costly, and dangerous, aggravations which can be eliminated with the new Twin Disc MGH-220 Hydraulic Marine Reverse and Reduction Gear.

The hydraulic coupling between the engine and the gearing in this unit is a *variable-fill* coupling which can be adjusted to permit up to 60% slip by the touch of a valve. The practical effect of this slip is to multiply the normal reduction ratio by $2\frac{1}{2}$; with 3:1 gearing, for example, it gives the equivalent of a 7.5 overall reduction.

Engine rpm can be kept in an efficient range while propeller shaft speed is prop-

erly slowed for trolling . . . yet at the touch of a valve normal reduction can be restored for "first out, first back" performance.

In addition, the hydraulic feature produces the smoothest power transmission of all, dampens out engine vibrations, protects the engine and gears against sudden shocks when the propeller is fouled.

For trolling without trouble, plus many other new advantages not described here, write today for complete information on the new Twin Disc MGH-220, which is adaptable to engines from 135 to 230 hp in the 1400 to 2100 rpm class. The MGH-220 is also available as a marine reverse and

reduction gear with a rubber block drive instead of the hydraulic coupling.



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● When you buy refrigeration, it's results you're buying—cooling that holds low temperatures constantly, at lowest operating costs and with lowest upkeep expense. No chromium-plated gadgets or fancy sales talks can change that picture.

Vilter builds compressors—as well as most other refrigeration components—to give you the satisfaction you must have. Vilter-poured castings are finer-grained... Vilter workmanship is more careful... Vilter's inspection standards are higher; and they all combine to give you refrigeration that saves you operation, upkeep, and headache pill costs.

More than that, Vilter's interest in your installation never ceases. Trained Vilter sales engineers keep their eyes on your job, so that you get like-new efficiency and smoothness of operation year after year. Whatever your refrigeration needs, you can save money with Vilter—ask your nearby Vilter representative.

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Gun instantly fuses heat, force, powerful Oakite detergent to get under, lift off all deposits, even in cracks, corners, all hard-to-reach areas. Use it for fish boxes, tubs, handling and processing units, floors, walls, even ship's holds. Use it to strip paint, too. Does all jobs thoroughly—and in a fraction of the usual time. Puts equipment back in use faster.

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CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery:

ANACORTES, WASH.

Fish Divoteers Golf Tournament October 6

The 12th annual fall golf tournament of the Fish Divoteers, that organization of active golfers in the fish affiliated industries in the Pacific Northwest, will be staged October 6 at the Rainier Golf Club, Seattle.

Plans for the tournament are in the hands of Jack Pierce, chairman, tournament committee; Joe Brennan, entertainment chairman; Henry Russell, sponsors chairman; and their committees.

Reservations may still be made by communicating with Walt Hanson, president, at Elliott 1993; or Gordon Davis, secretary, at Main 3474.

Harbor Boat Expands

Harbor Boat Building Company, Terminal Island, has leased Pier 7 of the former California Shipbuilding Corporation's outfitting yard on that island, for work in repairing and activating naval and other vessels. Fishing vessel repair business last month had filled the company's own yard on Fish Harbor.

Columbia Fixed Gear Loses Out In Court

Columbia River traps and seines lost their last-ditch legal fight just after the close of the fishing season on The River when the Oregon supreme court refused rehearing of its opinion upholding the validity of the Oregon law prohibiting such gear.

The law was passed by the voters in the 1948 election, but its effectiveness so far as seines was concerned was delayed through two fishing seasons by legal contests.

Several drag seines operated on the Oregon side of the river during the 1950 season.

"Tinian" Sails Again To Japan for Tuna

The freezer ship *Tinian* of the Columbia River Packers Association fleet sailed from Astoria early in September for Japan to pick up a cargo of frozen tuna, approximately 1,200 tons.

It is reported that the cargo will consist principally of Yellowfin. The vessel late in August completed discharge of a full cargo of frozen Japanese Albacore.

Columbia Pack Ranks with Smallest in River's History

Spring and summer salmon canning on the Columbia River this season ranks with the weakest yield in the long history of that great fishery. Packer opinion is somewhat divided as to whether the pack is the lowest or next-to-the-lowest; but the distinction is a narrow one, involving only a few hundred cases.

Fall canning was not expected to add greatly to the total, although Fall Chinooks and Chums will be sought actively.

A late August run occurred on the Columbia, but its peak was quickly passed and flush fishing lasted for only four days.

One thing certain about the late

summer fishing: *quality of the August Chinooks was high, perhaps the highest ever noted for these late fish.* They made an incredible contrast with the fish taken at the same period a year ago.

Packers generally paid 25c per lb. for Chinooks to the end of the season. A few cut to 20.5c at the Aug. 10 breaking-date, but were forced back to the higher level when others failed to follow.

At the same time, "bank buyers" 28c and even 30c per lb.; and at the mouth of the Columbia buyers were paying 40c for dressed troll fish 12 lbs. and over and 28c for Silvers and Chinooks under 12 lbs.

University Fisheries Center Dedication November 27-28

The Fisheries Center, housing the School of Fisheries of the University of Washington and its related activities, will be dedicated in a two-day ceremony and industrial-scientific symposium Nov. 27 and 28, it was announced late in September by Dr. Richard Van Cleve, acting director of the school.

Following the dedicatory ceremony at The Fisheries Center at 11 Nov. 27, there will be a series of four discussion meetings, that afternoon and evening and the following morning and afternoon.

Miller Freeman, president of PACIFIC FISHERMAN, and chairman of the Pacific Fisheries Conference, will preside at a symposium on "International Law and Its Relation to the Fisheries." Speakers will be: Edward W. Allen, discussing legal aspects of the subject; Dr. W. M. Chapman, presenting the position of the Department of State; Montgomery Phister of the Van Camp Sea Food Co., the viewpoint of the industry; Milton C. James, assistant director, the U. S. Fish and Wildlife Service, responsibilities and policies of the federal fisheries service.

With Harold E. Lokken, manager, Fishing Vessel Owners Association, as chairman, a second meeting will consider "Products and Markets." E. A. Ruthford, vice president, San Juan Fishing & Packing Co., will discuss domestic marketing; and

Maurice Rattray, managing director, Anderson & Miskin Ltd., export markets. Two other speakers will deal with production and technology.

Marine Fisheries discussion will be directed by Arnie J. Suomela, master fish warden of Oregon. Dr. John L. Kask of the F. A. O. will deal with the world problem. Dr. J. L. Hart, director of the Pacific Biological Station, Fisheries Research Board of Canada, has as his topic the biological aspects of Pacific trawl fisheries. M. B. Schaefer, assistant director of the Pacific Oceanic Fisheries Investigations, Honolulu, has been invited to speak on the subject of the mid-Pacific tunas; and Dr. L. A. Walford, chief of the biological branch of the U. S. Fish and Wildlife Service, has been asked to speak on the world sardine fisheries.

Freshwater Fisheries provide the topic for the fourth meeting, with the following speakers: Milo Bell, chief engineer of the International Pacific Salmon Fisheries Commission, stream improvement; William Hagen, propagation; Richard Foster, industrial pollution; Clarence Pautzke, Washington department of game, lake poisoning to control rough fish and predators.

The 1950 meeting of the Pacific Fisheries Conference will be held coincidental with, and following, the dedication of The Fisheries Center.

LATHROP POWERED



New, 55-Foot shrimp trawler powered by the D-100 Lathrop. Owned by John Bolger of Dunedin, Florida.

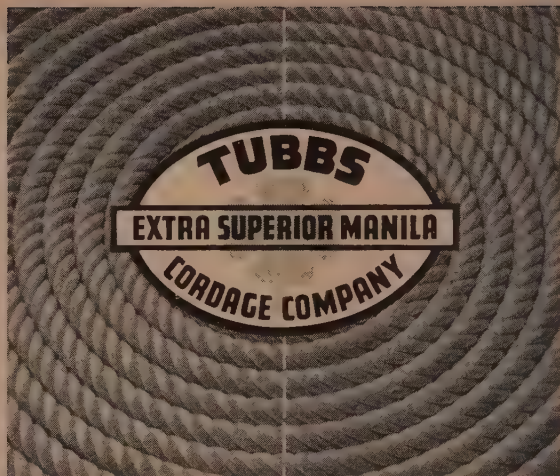
Here's an engine that will do what you want the way you want it done. It's an engine designed specifically for fishing boat and work boat operators. The D-100 joins the long line of Lathrop engines that has been built to please three generations of men who work on the water.

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The Lathrop D-100, a six-cylinder four-cycle marine engine rated at 100 hp. (continuous duty) at 1000 rpm. Weight: 4100 lbs. Bore: 5½". Stroke: 7". Displacement: 998 Cubic Inches. Includes the following items:

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Harmony in Tuna Standards Study Reflected in Progress

Work of the Tuna Standards Industry Committee, in cooperation with the Federal Food & Drug Administration and National Canners' Association, had progressed to a point in early September where the committee has been able to make tentative conclusions and decisions on certain points concerning standards of identity and quality.

From the initial announcement by the Food Standards committee of Food & Drug administration in June, 1949, that it was preparing to set standards of pack, identity, minimum of quality, standards of fill of container for the tuna industry, there has been evidenced the fullest understanding and cooperation between government and industry.

Following the announcement, NCA appointed an industrial committee on tuna standards, and a committee went to Washington, D. C., to attend the preliminary hearing in company with NCA officials, including H. Thomas Austern, NCA attorney.

The California Fish Cannery Association became immediately active. G. H. Clark, former biologist, California Fish & Game Commission, and vice-president, Terminal Island Sea Foods Ltd., was assigned to take charge of industry investigations.

In August, 1949, the CFCA Tuna Standards committee met with representatives of the Pacific Northwest, who agreed to join with the southern group. Al Vignola, West Coast Packing Corporation, was named chairman; Nick Trutanich, French Sardine Company, secretary.

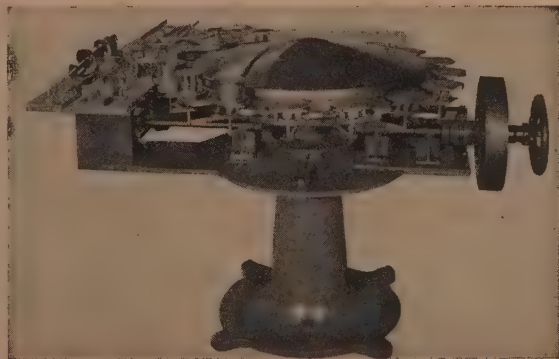
In December, 1949, a Technical Advisory Committee was named to the Industry Committee, made up of Dr. Sven Lassen, Van Camp Sea Food Company; Bart Hackney, Hackney Inspection Laboratory; T. B. Ayres, American Can Company; Don Brownlee, Continental Can Company; Harry R. Beard, New England Fish Company; Dr. Ray Clough, NCA, Seattle; J. H. Hendrickson, Columbia River Packers' Association; J. E. McConkie, California Packing Corporation; Dr. Russell Esty, NCA; Kenneth Wilder, NCA, both of San Francisco. Previously, Perry Clark of the



G. H. "Hoke" Clark, former biologist, California Fish & Game Commission, and vice president, Terminal Island Sea Foods Ltd., who was assigned by the Tuna Standards Industry Committee to conduct complete investigations, in fullest cooperation with the U.S. Food and Drug Administration, and the National Canners Association, and to advise on standards of pack, identity, quality and fill of container. Formal hearings which will set these standards may be held early in 1951.

Association; J. E. McConkie, California Packing Corporation; Dr. Russell Esty, NCA; Kenneth Wilder, NCA, both of San Francisco.

Previously, Perry Clark of the



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Food and Drug Administration, San Francisco, had been assigned by the government for the task of final determination of Tuna Standards.

After the program of research and investigation had been set up and discussed with the advisory committee, cooperation was asked of the F&D for mutual work and determination of techniques, so no duplication or confusion would result. The F&D agreed and R. B. Born, of the Los Angeles office immediately began working closely with "Hoke" Clark and the industry committee. The same cooperation has been shown in Washington, D. C., with the committee and the NCA.

Result has been that many differences of conclusions have been reconciled and perhaps compromised before the final formal hearings are held. Too, it has given industry as well as government an opportunity to appreciate each other's viewpoints and of the problems arising almost daily as the work has progressed.

This was considered particularly desirable by industry because, aside from food standards, industry is always faced with manufacturing and economic problems which food standards may directly affect. Attitude of the entire tuna industry has

been extremely cooperative, with every tuna cannery in the U. S. and Hawaii opening up its canneries freely to investigators.

The pattern which has been set by this mutual investigation work could well set the course to be followed by other industries faced with food standards problems, the Industry Committee believes.

15 Tons of Albacore Are Sold in Ketchikan

The first tuna to be sold in Ketchikan in two years was landed there about the first of September by six Ketchikan trolling boats who received \$400 per ton from S. Einstoss.

The fishermen lumped their catches for a total of 15 tons. Bidding opened at \$350 a ton and Einstoss ran it up to \$400.

Frederick Barker Dies

Frederick Barker, who for many years was vice president and general manager of the Columbia River Packers Association, died Sept. 2 in San Diego, where he had lived since his retirement from the salmon industry. He was 90. Funeral and burial was in Astoria, where he made his home for many years.

Martinac Reports Menhaden Plant Operation Favorable

Joseph S. Martinac, vice president of the J. M. Martinac Shipbuilding Corporation, returned to his Tacoma headquarters recently after spending the summer at Pascagoula, Miss., where Tuna, Inc., owned by a number of Pacific Coast men, put a menhaden reduction plant into operation about the middle of June.

He reported that the plant had a favorable initial season, getting a fair share of the fish. It was served by three vessels using the Gulf-type seining methods. The plant is equipped with Standard Steel Works fish reduction machinery.

Mr. Martinac returned well convinced that the Pascagoula area, and the Gulf coast generally, has "wonderful fishery possibilities."

"C. A. Thayer" Codfish Fare Under Recent Average

With a trip of 190,000 codfish in her salt, the three-masted, bald-headed sailing schooner *C. A. Thayer*, last of the sailing fishermen, was towed to the Poulsbo, Wash., plant of the Pacific Coast Codfish Co. Sept. 4.



Producers of

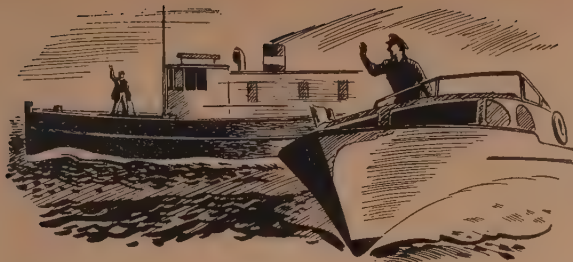
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San Diego, Calif. San Francisco, Calif.
SEASIDE SUPPLY STORES, INC., San Pedro, Calif.



Dr. C. R. Elsey, newly elected president of the Pacific Coast Oyster Growers Association, between W. Arnold Waring, vice president, on the left, and John L. Wiegardt, retiring president. Dr. Elsey is research director of British Columbia Packers, Ltd.

Pacific Oyster Growers Choose Canadian Chief

In an action believed to be without precedence in the history of Pacific fishery organizations, the Pacific Coast Oyster Growers Association this year elected a Canadian — Dr. C. R. Elsey, research director of British Columbia Packers, Ltd. — as its president.

Dominantly an American organization, the Pacific Coast Oyster Growers Association nevertheless is international, in that it embraces Canadian members on exactly the same basis as those from the Pacific States. Dr. Elsey's election to presidency of the association was recognition of this breadth of view and common interest.

W. Arnold Waring of the Haines Oyster Co., Seattle, was chosen vice-president; and C. R. Pollock was re-elected secretary-treasurer. Four trustees whose terms expired were re-elected for three-year terms. They were: J. L. Wiegardt, retiring president; R. E. Wilson, past president; Glen DeHaven and Stanley C. Gillis.

In line with an amendment to the by-laws, Dr. Elsey appointed an executive committee of the board, composed of Mr. Waring, Mr. Wilson, E. N. Steele, R. H. Bailey and F. W. Mathias.

In line with recommendations of its legislative committee, the association at its Olympia meeting adopted three resolutions.

One of these instructed the association directors to seek the creation in Washington of an oyster commission, whose functions would include the raising of funds for advertising and oyster promotion.

The association also directed its board to seek exemption of persons selling oysters in sealed containers from the necessity of securing a state fish dealer's license.

Pollution authorities of Oregon were requested to require the Coos Bay Pulp and Timber Co. to impound its waste sulphite liquor, discharging it into the outlet of the bay only on an ebb tide.

Speakers reviewed the associa-

tion's oyster advertising efforts and found definite results from them. E. N. Steele emphasized the fact that much of the growth in Pacific Coast population has come from areas where only the Atlantic oyster is known, and that these new westerners must be acquainted with the qualities and characteristics of the Pacific oyster if the industry is to capitalize on the increased market potential of the Pacific states.

The meeting was keenly concerned with the announcement that the Washington state health authorities, falling in line with the Federal position, this fall would require that all oyster containers be marked with date of packing.

Opinion among the oystermen generally was that this imposed a needless and unfair limitation upon oysters not required of other packaged perishables such as milk; and that conditions of storage and handling rather than time in storage and distribution are the controlling factors in oyster quality.

Gov. Warren Fights Cuts In Fish Tariffs

Any "substantial reduction" in present tariffs would work a hardship on the American fisheries industry, Governor Earl Warren, California, said in a telegram to President Truman.

The governor wired his views to Mr. Truman in connection with the forthcoming international conference on tariffs and trade at Torquay, England, Sept. 28.

Cannery Workers Settle With Southern Operators

Cannery Workers Union of the Pacific, AFL, settled its differences with fish packers in the Los Angeles harbor district and Oxnard, September 1, according to James Waugh, union president. Negotiations had been in progress for a new contract for several months.

The new contract, which went into effect September 3, calls principally for a 10c per hour wage rise across the board, with piece work calling for a percentage increase.

Second advantage gained was in regard to vacations.



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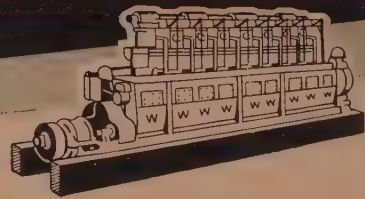


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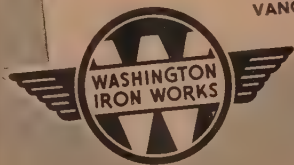
Latest tuna vessel of many powered by dependable Washington diesels is the 103-foot Mondego, owned by Frank Perry, Joseph "Bud" Leavitt, and associates, San Diego. Main engine is an 8-cylinder, 11½" x 15" Washington diesel delivering 440 hp at 360 rpm.

Constructed at the Tacoma yard of the Puget Sound Boat Building Corp., the Mondego began her maiden fishing cruise in early August, fishing for Van Camp Sea Food Co.

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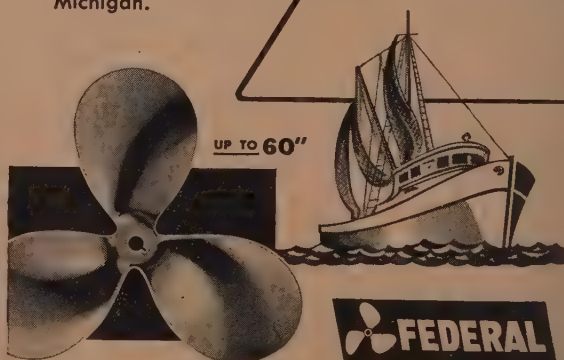
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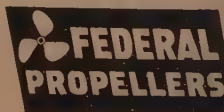
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Food & Drug Rejects "Pacific Perch"

Hope for extension of employment and food production in the Pacific trawl fishery through the utilization of a new species—*Sebastes alutus*—was dealt a heavy blow with the refusal of the U. S. Food and Drug Administration to sanction adoption of the name "Pacific perch" for this species.

Pacific fillet plant operators had requested such sanction on the grounds that a virtually identical Atlantic variety—*Sebastes marinus*—is permitted to be marketed under the name "Ocean perch."

Admittedly, neither of the species is a true perch, but Food and Drug Administration permits use of "Ocean perch" in connection with one, while now denying such appellation to a virtually identical species.

Operators concerned were admittedly not satisfied with the ruling of the Food and Drug Administration

and are understood to be considering an appeal from it.

In the letter rejecting the petition of the Pacific fillet operators, Dr. P. B. Dunbar, commissioner of food and drugs, says:

"After review of the available facts, it is our opinion that the name 'Pacific perch' is not appropriate as applied to fillets of *Sebastes alutus* and that the product so labelled would be in violation of the Food, Drug and Cosmetics Act.

"The industry petition stresses the similarity of *Sebastes alutus* to *Sebastes marinus*, commonly marketed as 'Ocean Perch,' in support of the name 'Pacific Perch' for the former species. While the two species do resemble one another they are, in fact, distinct species and the Act as interpreted by the courts does not confer upon us authority to sanction the use of the same or es-

entially the same name for articles of food of different identities.

"The situation which resulted in the industry proposal arises, we understand, from the fact that this fish species has not previously been marketed commercially and, therefore, has no established common or usual name. In seeking to establish a common or usual name for a new product it is, of course, a basic principle that an erroneous or misleading designation should not be used. The name 'Perch' as applied to *Sebastes alutus* is erroneous since the fish is not one of the perches. In occasional instances misnomers have become established as common or usual names for fishes on the basis of general acceptance and long usage where such names do not conflict with those of other established species. Such instances are rare and the necessary conditions do not exist in the cases before us."

Canfisco to Concentrate Canning at Rupert

Concentration of the northern British Columbia canning operations of The Canadian Fishing Co. in a new plant at Prince Rupert, effective next season, was announced in September by S. M. Rosenberg, president.

The company concluded a lease with the Canadian National Railway for a portion of its terminal wharf used as a military transport depot during the war. This structure is to be equipped with two high-speed half lines and one high-speed tall line. It already has a refrigeration plant which will be used for ice making.

The company's Carlisle cannery on the Skeena will be placed on station status and used for fish receiving, gear and boat storage and fishermen's accommodation. Canning hitherto carried on at Carlisle, and at Porcher Island and Wales Island plants will be concentrated at Prince Rupert. The two units last-named have not been active canneries.

The Canadian Fishing Co., through its subsidiary Atlin Fisheries, already operates a large fresh and frozen fish establishment at Prince Rupert. With the cannery, this will give a fully-integrated operation at the northern rail terminus.

Considerations leading to the developments of the new cannery at

Prince Rupert included: (a) availability of rail and steamer shipping; (b) resident labor supply; (c) opportunities for interchange of fish with the Atlin plant for processing in the most profitable manner.

Tacoma Boat Buys Pacific Yard; Builds 144' Clipper

Tacoma Boatbuilding Co. purchased the Pacific Boatbuilding Co., Tacoma, from John Breskovich Sept. 1. First vessel to be built in the yard under the new ownership is a giant 144' tuna clipper, contract for which was signed coincidentally.

Arne Strom and Haldor Dahl, owners of Tacoma Boatbuilding Co., have stood for many years in the front rank of Pacific builders of fishing vessels and military craft. They now have two large yards in Tacoma, plus a subsidiary, Harbor Boat & Yacht Co., in San Diego.

The Pacific Boatbuilding Co. yard is a thoroughly modern establishment, capable of building several hulls up to 150' or more at once.

Ownership of the 144' clipper under contract has not yet been disclosed. The vessel was designed by Arthur DeFever of San Pedro and will be powered with a 1600-hp. Fairbanks-Morse opposed piston diesel, working through a 3:1 Pacific Western planetary reduction gear.

Auxiliaries will be three General

Motors diesels of the new 110 Series, each driving a 100-kw. Delco generator. Refrigeration will be provided by four 6¼ by 6¼" Baker compressors.

Timber specifications for the vessel are almost fantastic: keel, 16 by 18", 129' long; keelson, 18 by 18", 124' long; sister keelsons, 18 by 18", 106' long.

Late-Staying Herring Fleet Hit By Weather

Weather beset the late-staying Kodiak herring fleet in September to presstime and was seriously limiting the yield of the four active plants—but at last reports the seiners were still finding fish whenever storms permitted to make a set.

The fish, moreover, were oiling much better than previously, yielding about up to the Kodiak normal.

At last word, Port Wakefield was high, with Port Vita barely behind. Iron Creek about 10%⁴ less, and Zachar Bay narrowly fourth.

At time of writing some of the plants had not received a fish for more than a week.

Prince William Sound had its best production in several recent seasons, with close to 200,000 bbls. taken. Moreover, the fish were caught later than in several years. This was a sign of the most welcome kind, as it might foretell return of fall herring fishing on Prince William.

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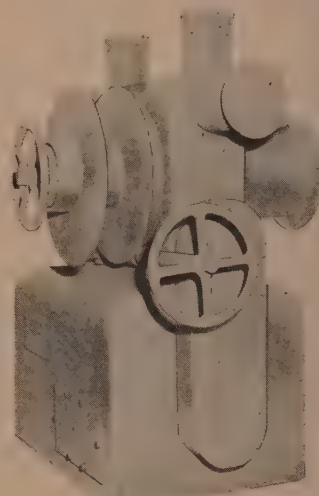
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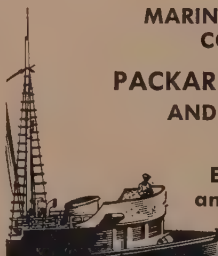
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NATIONAL SUPPLY CO. ACQUIRES ATLAS-IMPERIAL ENGINE BUSINESS

The National Supply Company, Pittsburgh, Pa., took steps last month to broaden its existing sales and service facilities as well as its horsepower range of diesel engines when it purchased assets of the engine division of the Atlas Imperial Diesel Engine Company, Oakland, California.

The purchase included the name, patents, trademarks, designs, together with certain machinery and equipment, as well as sales and service outlets and inventories throughout the United States and Canada from Halifax, Nova Scotia south to Houston, Texas on the East and Gulf coasts and from Ketchikan, Alaska south to San Diego, California on the West coast.

The National Supply Company, the largest manufacturer and distributor of oil field machinery and equipment, has long been a major manufacturer of diesel, dual-fuel, and natural gas engines at its engine division plant located at Springfield, Ohio.

The manufacture of Atlas Imperial diesel engines and parts will be carried on at the Springfield plant, according to F. H. Kilberry, head of National Supply's Engine Division.

"The Atlas Imperial administrative and manufacturing operations are rapidly being moved to Springfield, Ohio in line with our policy of integrated expansion," he said. "We intend to give all domestic, as well as foreign owners and new purchasers of Atlas Imperial engines complete sales and service. The present service facilities will be maintained with seasoned and efficient personnel. A complete stock of parts will be made available in line with National's long established policy of giving the best possible service."

National Supply Superior diesels have for many years enjoyed an enviable reputation in the municipal field and inland waterways marine service. Atlas has had a high degree of acceptance in the marine, work boat, fishing, and foreign fields. The merging of the two companies will provide an unusually complete group of sales and service facilities from the point of view of both Superior and Atlas engine owners.

Atlas Imperial has long been known from Alaska to Mexico as a leader in the West Coast diesel engine industry, particularly in the marine field where its engines have been used extensively for years by such well known firms as Alaska Packers Association, British Columbia Packers, Shaver Transportation, Libby, McNeil & Libby, and many others. Although younger than Superior by 17 years, Atlas ranks as one of the leading American diesel engine manufacturers. The company contributed, in a large part, to the growth and steady expansion of the Pacific Coast fishing fleets. Established as two separate companies, Atlas managed by A. Warrenskjold and Jack Lorimer, and Imperial headed by M. E. Wright and Ed Moffett, the companies

were combined in 1917 at Oakland, California as the Atlas Imperial Diesel Engine Company. From the leader of the industry on the West Coast, Atlas Imperial grew to an organization which has served the world.

The famous Chrysler gasoline marine engine, sponsored by Walter Chrysler, was introduced in the northwest by Atlas and will continue to be sold and serviced throughout the area by National Supply. Sales and service facilities are operating in Astoria and Portland, Oregon; Seattle, Washington; Vancouver, British Columbia; and Ketchikan, Alaska.

Like Superior, Atlas Imperial claims an impressive record of industry pioneering. The first diesel to be installed in a power excavator was an Atlas in a Bucyrus shovel and over a period of years, many hundreds of Atlas diesels were used by the various excavator manufacturers. The first diesel installed in a caterpillar tractor was an Atlas and a number of tractors of this type were successfully used on the Hawaiian sugar plantations. The first diesel industrial locomotive was built by Plymouth and powered by Atlas.

The purchase of Atlas Imperial adds to the world-wide character of National Supply's Engine Division. Atlas Imperials, like Superior engines, are being operated in practically every country in the world and in almost every conceivable type of service.

Marine Businessmen Elect Jack Hickman as President

Northwest Marine Industries, Inc., in April elected J. B. "Jack" Hickman, manufacturers' representative, as president, succeeding Jerry Bryant of Bryant's Marina, who has held the office since 1946.

A. V. Evans of Evans Engine & Equipment Co. was elected vice president and Russ Gibson of Freeman & Gibson secretary-treasurer.

Newly elected directors were: Edwin Monk, naval architect; Dave Boyde of Steven Marine Supply, and John MacNichol of Pacific Marine Supply Co. Hold-over directors include: Mr. Bryant; Allen Petrich, Western Boat Building Co.; John Warren, Marina Mart; Mr. Evans; Moore McKinley, Fremont Electric Co.; Arne Vesoja, Vesoja's Yacht Sales.

Woolsey Paint's President Again Serves Heart Campaign

Dedicating much of his time to the cause of heart research, C. E. Raabe, president of Woolsey Paint & Color Co., manufacturers of Woolsey's Best copper paint, again is serving as chairman of the National Yacht Club Committee in the American Heart Association's campaign to raise \$100,000.

Mr. Raabe's interest lead him into con-



C. E. Raabe, president of Woolsey Paint & Color Co., who again this year is serving in the American Heart Association's research fund campaign as chairman of its National Yacht Club Committee.

tact with many of the nation's 1,000 yacht clubs.

The campaign, which is being sponsored by commodores of leading yacht clubs in 10 regional districts throughout the country, is attempting to reach all persons interested in boats and boats.

Mr. Raabe is personally directing the activities of the committee and is devoting himself largely to the work during the period of the campaign. His committee turned over to the Heart Fund a substantial contribution as result of last year's drive, and Mr. Raabe believes that the marine field to which his committee carries the appeal will respond even more generously this season.

Fibreboard Products Acquires Ground For Expansion at Sumner

Fibreboard Products Inc. has purchased approximately 11 acres of land adjoining its present plant at Sumner, Wash., to be used for a large plant expansion, plans for which are now being prepared, according to T. L. Carey, district sales manager.

The enlargement of the Sumner Division is part of the company's 10-year plant betterment and improvement program started in 1946 and involving capital expenditures of upwards of fifty million dollars. The Sumner Division is one of 15 Fibreboard plants on the Pacific Coast and serves the Northwest and Alaska with shipping containers. Cartons for this area are furnished by the recently completed Fibreboard plant in Portland.

Largest single unit in Fibreboard's program was the recent completion of the San Joaquin Division at Antioch, California, which adds 250 tons daily capacity and brings the total daily capacity to more than 1,000 tons of paperboard.

Beebe Handles Intervox

Nick Rauch and Glenn Sutherland of Intervox Corporation, Seattle, announce the appointment of The Beebe Company, Portland, as exclusive Oregon distributors for the Intervox line of radiotelephones, depth sounders, direction finders.

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Paul I. Birchard, vice-president and manager Enterprise Division, General Metals Corporation.

Enterprise Company Becomes General Metals Corp. Division

Enterprise Engine and Foundry Company, long identified as a leading manufacturer of marine and stationary diesel engines, process machinery and commercial oil burners, has changed its corporate identity to Enterprise Division, General Metals Corporation, with Paul I. Birchard named vice president and manager, according to an announcement by

William E. Butts, head of Enterprise operations.

The change became effective upon the consolidation of Enterprise with two other nationally known manufacturing concerns, Adel Precision Products Company of Burbank, California, and General Metals Corporation, with California plants located at Los Angeles and Oakland and a third at Houston, Texas.

Butts, who was named president of the new corporation, also announced that there will be no change in the existing operations or policies of any of the divisions. Enterprise, located at San Francisco, manufacture a wide range of diesel engines for both marine and stationary use, various types of process machinery, in addition to a line of commercial oil burners.

The Adel Division manufactures an extensive line of hydraulic, fuel and deicing equipment for aircraft in addition to hydraulic contro lequpiment for industry, while the Metals Division is widely known for its foundry work in producing forgings and castings at its various plant locations.

Officers of the new corporation, in addition to Butts as president, are William A. DeRidder, long time head of both General Metals and Adel, chairman of the board, W. E. Clayton, Jr., secretary and Roy C. Menzel, treasurer.

Corporate offices of the newly-formed consolidation are now located in San Francisco.

W. O. White Moves in N. Y.

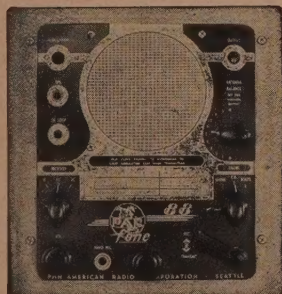
Wilfrid O. White & Sons, Inc., whose main office is located at 90 State Street,



Otto Meltzer, a prominent figure in fish netting manufacture for years, came to the Pacific Coast in September from Chicago to be Pacific Coast manager for R. J. Ederer Co., fish netting manufacturers.

Boston 9, Mass., announces the change of address of their New York office and store, which have moved from 38 Water Street to the present location, 40 Water Street. The new location and larger quarters will facilitate complete display and convenient storage of the Company's greatly expanded line of compasses and other navigational instruments.

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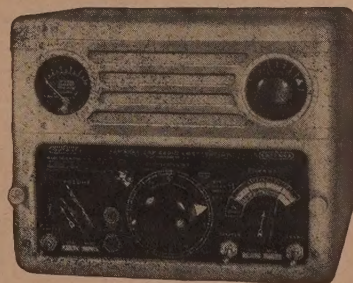
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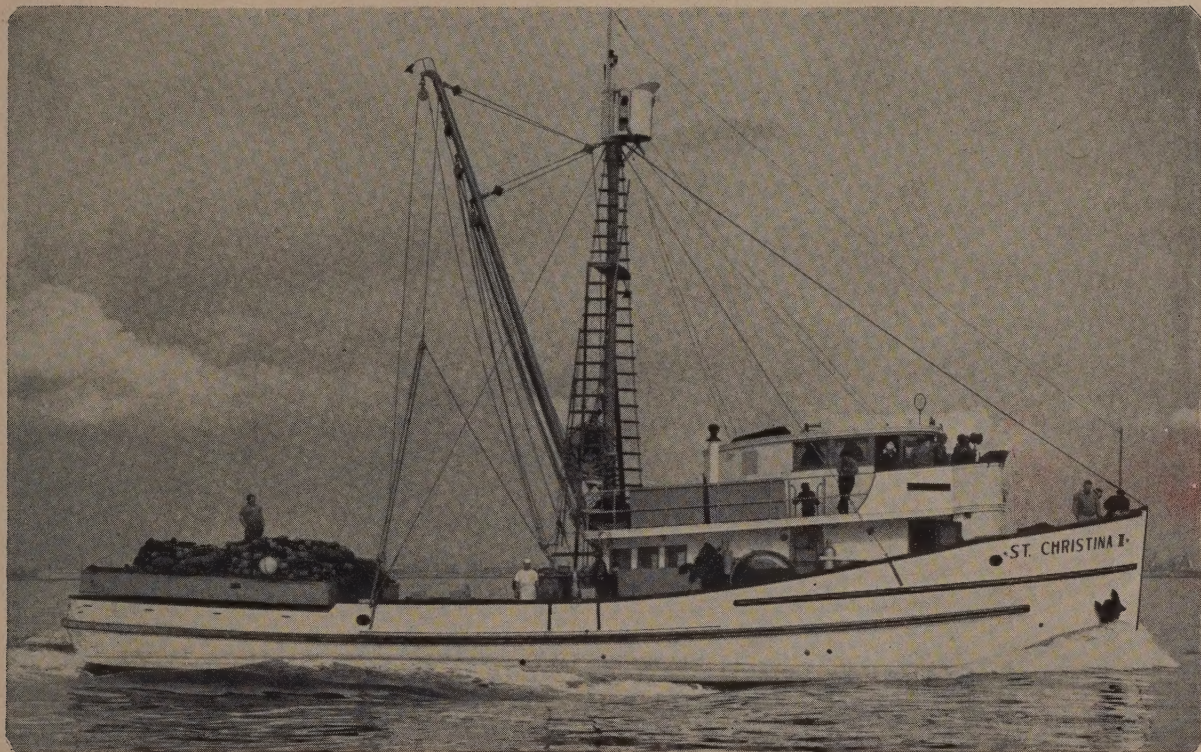
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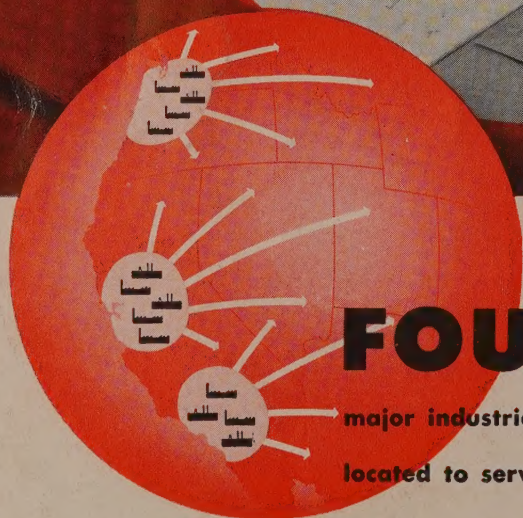
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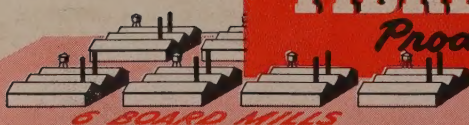


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